The Hong Kong Daily Press.

No. 4754 號四十五百七千四第 日九初月正年申壬治同 HONGKONG, THURSDAY, 6TH FEBRUARY, 1873. 四拜禮 號六月二英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Feb. 5, MADRAS, Brit. str., 1,185, Bernard, Yokohama 28th January, General and Mails.—P. & O. S. N. Co.

Feb. 5, CHARLES ALBERT, French str., 1,278, Gouyan, Bangkok 23rd January, General.—GRUN & Co.

Feb. 5, CRAIGFORTH, Brit. str., 862, Scott, London 20th November, Plymouth 2nd December, Port Said 18th, Suez 20th, Galle 10th January, Penang 17th, and Singapore 22nd, General.—HOLLIDAY, WISE & Co.

Feb. 5, VILLA DE RIVADAVIA, Spanish brig, 261, Castillo, Manila 30th Jan., General.—BRANDAO & Co.

Feb. 5, HINDOSTAN, British str., 970, Miller, Calcutta 18th January, Singapore 28th, Opium and General.—D. SASSOON, SONS & Co.

Departures.

Feb. 5, DEUCALION, str., for Shanghai.

Feb. 5, NYASSA, for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 5TH.

Deucalion, str., for Shanghai.
Namoa, str., for Swatow, &c.
Hongkong, for Macao.
Ottawa, str., for Yokohama and Hiogo.

Passengers.

Per *Madras*, str., from Yokohama,—Mrs. Smith and child, Mrs. Levy, Mrs. Gonsales and 3 children, Messrs. Starkey and Grosser.

Per *Charles Albert*, str., from Bangkok,—82 Chinese.

Reports.

The Spanish brig *Villa de Rivadavia* reports left Manila on 30th January, had fresh N.E. monsoon throughout.

The P. & O. steamship *Madras* reports left Yokohama on 28th January, experienced Westerly gales from time of starting until the evening of Saturday, 1st February, about 300 miles to the N.E. of Tung-ying; from thence moderate monsoon to arrival.

The British steamship *Craigforth* reports left London on 20th November, Plymouth on 2nd December, Port Said on the 18th, Suez on the 20th, Galle on January 10th, Penang on the 17th, and Singapore on the 22nd; put into Plymouth on account S.W. gales; from thence to Singapore had fine weather; since leaving Singapore had heavy weather from Northward and Eastward, and sea very high and cross.

Vessels from Ports in China and Japan expected in Europe and America.

(*Corrected to Date.*)

FROM HONGKONG.

Vessel's Name.	*For.*	*Date of Leavin.*
Sea Serpent	New York	Oct. 9
Annesley	New York	Oct. 30
Princess	Channel (f.o.)	Nov. 1
Ocrea	London	Nov. 2
Sir Harry Parkes	London	Nov. 8
Lauddrost Braun	Channel (f.o.)	Nov. 22
Thetis	Hamburg	Nov. 30
Mikado	Falmouth (f.o)	Dec. 8
Glarus	London	Dec. 11

FROM WHAMPOA.

S. G. Glover	New York	Oct. 23
S. D. Carleton	New York	Oct. 29
Witch	New York	Nov. 27
Early Morn	New York	Nov. 28
Taikun	Hamburg	Dec. 5
Lennox Castle	London	Dec. 10
Midnight	New York	Dec. 13
Per Ardua	New York	Dec. 15
Everhard	New York	Dec. 31

FROM MACAO.

Star of China	London	Nov. 1

FROM AMOY.

Anglo Saxon	New York	Oct. 29
Taraolan	New York	Dec. 2
J. R. Worcester	New York	Dec. 16

FROM FOOCHOW.

Esne	London	Oct. 4
Endymion	London	Oct. 22
Guinevere	New York	Oct. 24
Flying Spur	London	Nov. 14
Catherina	Gibraltar f.o.	Dec. 3
Selim	London	Dec. 5
Elizabeth Nicholson	New York	Dec. 6
Black Prince	New York	Dec. 6
Fontenye	London	Dec. 7
Silver Eagle	London	Dec. 12
Kate Carnie	Philadelphia	Dec. 18

FROM SHANGHAI.

James S. Stone	New York	Oct. 10
N. B. Palmer	London	Oct. 16
Melbrek	London	Oct. 18
Lalla Rookh	London	Oct. 18
Paragon	London	Oct. 19
Mikado	New York	Oct. 21
Sir Jamsejee Family	London	Oct. 26
Araby Maid	London	Oct. 29
Aracan	London	Oct. 29
E. A. Oliver	New York	Nov. 1
Fanny Bresluer	New York	Nov. 4
Morro Castle	New York	Nov. 7
Mary Whitridge	New York	Nov. 15
Claro Babuyan	New York	Nov. 23
Dilkhoosh	New York	Nov. 24
Centurion	New York	Nov. 26
Glengairn	London	Nov. 29
Hopewell	London	Nov. 29
Fiery Cross	London	Dec. 3
Sarah Nicholson	New York	Dec. 10
Lady Elizabeth	New York	Dec. 20
Borealis	New York	Dec. 28

FROM YOKOHAMA.

Caller Ou	New York	Oct. 21
Derana	New York	Nov. 2
Lothair	New York	Nov. 29

Auction Sales To-day.

J. M. ARMSTRONG.
Sundry Goods.

FOR SALE.

A BAY Galloway MARE, about 8 years old, warranted sound and without vice, about 14 hands high, and quiet in Saddle.

Apply to
LANE, CRAWFORD & Co.
14d 173 Hongkong, 28th January, 1873.

P. & O. S. N. CO.

NOTICE.

THE Steamers from Calcutta, connecting at Galle with the mails, leaving Hongkong on 20th February, 6th March, and 3rd April, will proceed to SOUTHAMPTON via the SUEZ CANAL.

A. McIVER,
Superintendent.
tf 43 Hongkong, 6th January, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ¼ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents. } ¼ "
Godowns, Offices, Shops, &c., and their contents. } ¼ "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 1168 Hongkong, 24th June, 1872.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—T. PIKE, Esq.
Deputy Chairman—S. D. SASSOON, Esq.
E. R. Sellitos, Esq. | H. Melchers, Esq.
W. H. Forbes, Esq. | G. H. Weller, Esq.
A. Joost, Esq.
H. B. Lemann, Esq.
Managers:—
Hongkong—James Greig, Esq.
Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities; and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 27th November, 1872.

AGRA BANK, LIMITED.

NOTICE is hereby given, that in accordance with instructions received from the Board of Directors, the HONGKONG BRANCH will be closed on 31st December, 1872, after which date Messrs. GILMAN & Co. will act as Agents for the Bank at this Port.

H. HUGHES,
Manager, Hongkong Branch.
2, Queen's Road East,
Hongkong, 13th December, 1872. [3m 2178.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.
tf 314 Hongkong, 16th February, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent.
Other Dwelling Houses (similarly situated) and their contents } ¼ per cent.
Offices and Godowns and their contents. } 1 per cent.
Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	⅛ per cent.	
Not exceeding 1 month	¼ per cent.	
Above 1 month, and not exceeding 3 months	⅜ "	
Above 3 months, and not exceeding 6 months	½ "	
Above 6 months, the full annual rate of	1 "	

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to be carried to the Reserve Fund.

OLYPHANT & Co.,
General Agents.
tf 716 Hongkong, 17th April, 1872.

PHŒNIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

To be Let.

TO LET,
From 1st proximo,

THAT desirable HOUSE marked B, Hollywood Road, facing HOTEL D'EUROPE, at present occupied by S. D. GUBBAY, Esq.

Apply to
A. A. DE MELLO & Co., *Macao,*
OR
ROZARIO & Co., *Hongkong.*
1m 209 Hongkong, 5th February, 1873.

TO LET.

NO. 1 and 2, WESTBOURNE VILLAS, situated on the Bonham Road.

Apply to
RAWLING, MEDLEN & Co.,
Archit cts, &c.
tf 130 Hongkong, 20th January, 1873.

TO LET,
(With immediate possession).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," with Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on.

Apply to
GILMAN & Co.
tf 1132 Hongkong, 19th June, 1872.

TO LET.

THAT Desirable RESIDENCE known as "PERSEPOLIS" situated in Bonham Road, containing 12 Rooms, (besides Basement Story), Bath Rooms, &c., Water and Gas throughout; also large Garden, Croquet Ground, Stabling, &c. Possession on 15th March.

Apply to
BARRINGTON & ALGAR,
House Agents.
tf 22 Hongkong, 3rd January, 1873.

TO LET.

A FURNISHED ROOM, or two if required, with BATH ROOM, in a central and healthy locality. Address "W. P.," care of office of this paper.
tf 2137 Hongkong, 5th December, 1872.

TO LET.

TWO GRANITE GODOWNS, fronting on the Praya at Wanchai.

Apply to
S. E. BURROWS & SONS.
tf 1788 Hongkong, 8th October, 1872.

TO LET.

WITH possession on the 1st January next, or prior to that date if required, that Commodious TWO-STORIED HOUSE, situated in Caine Road, and known as "Forest Lodge," with Out-offices, Stabling, Coach-house, Aviaries, Garden, and also a Croquet Lawn attached. Has Gas and Water laid throughout.

For further particulars, apply to
E. D. SASSOON & Co.
tf 1842 Hongkong, 2nd November, 1872.

TO LET.
(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to

ED. SHARP & TOLLER,
Solicitors.
tf 172 Hongkong, 25th January, 1872.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIVIDEND of $3 (Three Dollars) per cent. to 31st December, 1872, declared at the Half-yearly Meeting of the HONGKONG HOTEL COMPANY, LIMITED, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY next, the 27th instant. Shareholders may obtain Dividend Warrants for the same on application to the undersigned.

By Order of the Board,
ED. BAKER,
Secretary.
tf 155 Hongkong, 24th January, 1873.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE DIVIDEND of Dollars Two Hundred and Fifty ($250) per share, declared at the Seventh Ordinary Meeting of Shareholders held this day, will be payable on or after the 20th instant.

Dividend Warrants can be had at the Office of the Company, No. 48, Queen's Road, on application.

By order,
AUGUSTINE HEARD & Co.,
General Agents.
1m 128 Hongkong, 18th January, 1873.

CHINESE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR ENDING 31ST DECEMBER, 1872.

CONTRIBUTORS of business to the above mentioned Company are hereby requested to hand to the Undersigned before the First day of March next, papers shewing their contributions for the year ending 31st December, 1872, in order that their share of the divisible profits may be ascertained. Should such Contributors fail to render the returns specified, their accounts will be made up in conformity with the books of the Company.

OLYPHANT & Co.,
General Agents.
tf 24 Hongkong, 1st January, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

THIS Association has declared a DIVIDEND to Policy Holders of the fiscal year ending September 30th, 1872, of 25 per cent. on the net premia contributed, which is payable at our Office, on or after this date.

Policy Holders are requested to send in particulars of their contributions.

RUSSELL & Co.,
Agents.
1m 80 Hongkong, 11th January, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co.,
Agents.
tf 1174 25th June, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	⅛ of the annual rate.	
Not exceeding 1 month	¼ do.	do.
Above 1 month and not exceeding 3 months	⅜ do.	do.
Above 3 months and not exceeding 6 months	½ do.	do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

THIS DAY,
the 6th day of February, 1873, at noon,
At his Sales Rooms, Queen's Road,—
50 Cases WHISKY (Mountain Dew.)
Cases GIN.
Cases SALAD OIL.
Danish BUTTER, in 2lb. Tins.
HAMS.
Honey SOAP.
Wall PAPER.
Patent LINKS.
Sand PAPER.
Table and Dessert KNIVES.
Coloured FLANNEL, Assorted Clothing STUFF, RUGS, &c.

And,
1 Case Bird's-eye TOBACCO, in Tins.
&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
213 Hongkong, 5th February, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Room, Queen's Road,

TO-MORROW,
the 7th February, 1873, at noon,—
GILMAN'S STORES, PICKLES, SALAD OIL, VINEGAR, Tart FRUITS, MUSTARD, JAMS, JELLY, CURRANTS, OLIVES, CAPERS, SAUCES, BACON, CHEESE.
An Invoice of Opal, Cut Glass, and Bronze Kerosine LAMPS,
Pocket BOOKS, PENCILS, Steel PENS, Glycerine SOAP, Dog CHAINS and COLLARS, Coffee MILLS, Horse BRUSHES, Curry COMBS, Dressing COMBS, Hair BRUSHES, HAMMERS, CHISELS, &c., &c.
Also,
3 Cases BONBONS.
3 Casks and 3 Cases Australian BUTTER.
2 Photographic APPARATUS.
1 Lithographic PRESS, complete.
1 Ladd's SCALE, for weighing Gold.
4 Cases Ivory CUTTINGS.
2 Casks OPORTO.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

214 Hongkong, 5th February, 1873.

PUBLIC AUCTION.

HORSES, CARRIAGES, HARNESS, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Fountain, opposite the CITY HALL, (granted by kind permission of the Captain Superintendent of Police,)

TO-MORROW,
the 7th February, 1873, at 4.30 P.M.,—
A Pair of BAY AUSTRALIAN HORSES, with or without Harness; and a MAIL PHAETON, or WAGGONETTE, nearly new, by NEWSON, *New Bond Street, London.*
A Fast-trotting PONY, with Trap and Harness.
A Fast-trotting Rangoon PONY, with Trap and Harness.
A PHAETON, in good order.
A First-Class English BAROUCHE, Silver mounted.
And several other TRAPS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

215 Hongkong, 5th February, 1873.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

SATURDAY,
the 15th February, 1873, at noon,
On board,—
The British Barque "*OCEAN,*" of 552 Tons Register, as she now lays in this harbour. The vessel is Copper fastened and sheathed with Yellow Metal.

For further particulars, apply at the Auctioneers, where the Inventory may be seen.

TERMS OF SALE.—One-third of the purchase money to be paid after fall of the Hammer, the remainder after transfer being made.

The vessel to be at purchaser's risk immediately after fall of the hammer.

221 Hongkong, 6th February, 1873.

BROWN, JONES & CO., UNDERTAKERS, &c.,
OFFICE—No. 18, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.
tf 187 Hongkong, 21st January, 1873.

HONGKONG DISTILLERY COMPANY, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from 27th instant until the 10th proximo, both days inclusive.

Per order,
J. W. TORREY,
General Manager.
15d 162 Hongkong, 25th January, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.

Le Gérant du Consulat de France,
CH. L. DE LA FOREST.
1886 Hongkong, 24th October, 1872.

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU," VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.

MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

Notices of Firms.

MR. WILLIAM ALEXANDER STURROCK is authorized to sign our firm from this date.

ELLES & Co.
1m 149 Amoy, 1st January, 1873.

NOTICE.

WE have this day established ourselves at Yokohama and at Hamburg as GENERAL COMMISSION MERCHANTS, under the style and Firm of SIMON, EVERS & Co.

JULIUS SIMON,
AUG. EVERS,
M. BURCHARD.
1m 150 Yokohama, 1st January, 1873.

NOTICE.

MR. H. W. HARDY's interest and responsibility in our Firm ceased on the 10th October last, and Mr. WILLIAM ABBOTT TURNBULL has been admitted a Partner from that date.

BIRLEY, WORTHINGTON & Co.
1m 89 Shanghai, 8th January, 1873.

MR. CARDROSS GRANT has been admitted a Partner in our firm.

BRADLEY & Co.
tf 1 Swatow, 1st January, 1873.

MR. F. BANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.

WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

I HAVE this day admitted Mr. J. ALABOR a partner in my firm, which will henceforth be conducted under the style of MEYER, ALABOR & Co.

ADOLPH E. MEYER.
3m 5 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. ADOLF EMBOKE in our firm at Canton and Hongkong, ceased on the 31st December, 1872.

From this day Mr. OTTO BENECKE becomes a partner in both houses.

CARLOWITZ & Co.
3m 9 Hongkong, 1st January, 1873.

NOTICE.

MR. HERMANN STOLTERFORT has been authorized to sign our firm.

HESSE & Co.
tf 11 Hongkong, 1st January, 1873.

THE interest and responsibility of Mr. C. H. HERRMANN in our firm ceases from this date.

CHS. J. GAUPP & Co.
tf 12 Hongkong, 31st December, 1872.

THE interest and responsibility of Mr. H. H. WARDEN and Mr. DAVID KING, Jr., in our firm ceased in the 31st December last.

Mr. E. W. STEVENS is admitted a partner from this date.

RUSSELL & Co.
3m 14 China, 1st January, 1873.

NOTICE.

THE interest of Mr. H. L. NORONHA, in the Printing Establishment of the Undersigned, ceased on the 30th of September last.

Mr. D. NORONHA, Senior, has re-assumed the managing business of the office.

NORONHA & SONS.
9m 2249 Hongkong, 24th December, 1872.

PIANOS AND HARMONIUMS.

MR. W. MORRIS begs to notify to the Inhabitants of Hongkong that he has taken Premises in Wyndham Street, next door to Mr. W. P. FLOYD's Photographic Rooms, where he can repair Harmoniums, Pianos, &c., at moderate charges, and hopes by strict attention to merit a fair share of their patronage.

Pianos tuned by the year at $5 per month.
Lessons given in Music, two lessons per week, at $5 per month.
1m 190 Hongkong, 31st January, 1873.

BARRINGTON & ALGAR,
HOUSE AGENTS AND RENT COLLECTORS,
Office removed to
No. 18, HOLLYWOOD ROAD.
1m 136 Hongkong, 21st January, 1873.

THOMPSON & HIND
INVITE INSPECTION OF
SPECIALITIES in LADIES' and CHILDREN'S GOODS.

New Trimmed HATS, New BONNETS.
FLOWERS, FEATHERS, New Watered and Shaded RIBBONS.
Imperial and Polish Walking BOOTS, White Satin BOOTS and SHOES.
Linen COLLARS and CUFFS, TIES, BOWS and COLLARETTES.
FRIZETTS, CRINOLINES, CORSETS, and DRESS IMPROVERS.
Evening Dress SILKS and Made-up Evening COSTUMES.
DRESSES made-up in prevailing styles.

33, *QUEEN'S ROAD CENTRAL.*
30 Hongkong, 3rd January, 1873.

TO BE SOLD.

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as ST. FRANCIS HOSPITAL. The Ground contains 40,430 square-feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.

For further particulars, apply to
CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rate	
Not exceeding 1 month	¼ of the annual rate	
Above 1 month, and not exceeding	⅜ "	do. do.
Above 3 months and not exceeding	½ "	do. do.

Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1869.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN.
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

Intimations.

HONGKONG YACHT CLUB.

THE OCEAN RACE for the "DOUGLAS CHALLENGE CUP" will be sailed TO-MORROW, the 7th instant. The Club also adds a Prize of $50 for the First Boat, and $25 for the Second.

Course.—To Macao and back.
Start.—6 o'clock A.M.
Entrance Fee $5, to be sent in to the Honorary Secretary before noon of THURSDAY, the 6th instant.

Sailing Directions will be supplied to each competing vessel.

EDWARD BEART,
Hon. Secretary, H.K. Y. C.
3d 216 Hongkong, 5th February, 1873.

VICTORIA RECREATION CLUB.

A GENERAL MEETING of the Subscribers of this Club will be held in the Building, TO-MORROW, the 7th instant, at 6 P.M., for the purpose of confirming the Rules adopted at the Meeting of the 24th instant.

By order,
J. S. KNOWLES,
Hon. Secretary.
8d 191 Hongkong, 6th February, 1873.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on THURSDAY, the 13th day of February proximo, at Three o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a statement of Account to 31st December, 1872.

By order of the Board of Directors,
JAMES GREIG,
Chief Manager.
13d 197 Hongkong, 31st January, 1873.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTER of SHARES of the CORPORATION will be CLOSED from the 4th to the 13th day of February next (both days included,) during which period no transfer of Shares can be registered.

By order of the Board of Directors,
JAMES GREIG,
Chief Manager.
13d 198 Shanghai, 31st January, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at 3 o'clock in the afternoon of MONDAY, the 24th February next, for the purpose of receiving a Statement of Accounts for the year 1872 and the Report of the Directors, and for the election of Directors and Auditors.

The Transfer Books of the Company will be CLOSED from the 11th to the 24th February, both days inclusive.

By order,
JAS. B. COUGHTRIE,
Secretary.
20d 212 Hongkong, 5th February, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Third Ordinary MEETING of Shareholders in the Company, will be held at the Company's Office, Queen's Road, Victoria, Hongkong, at 3 P.M. on THURSDAY, the 27th instant, for the purpose of receiving a Statement of Accounts, and Report of the Board of Directors for the year ended 31st December, 1872.

The Transfer Books will be CLOSED from the 15th to the 28th instant, both days inclusive.

By order of the Board.
AUGUSTINE HEARD & Co.,
Secretaries.
28d 199 Hongkong, 1st February, 1873.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary Annual MEETING of Shareholders in the above Company will be held at the Offices of the Company, No. 39, Queen's Road, on SATURDAY, the 1st March, at three o'clock in the afternoon, to receive a Statement of Accounts to 31st December, 1872, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers.
12d 208 Hongkong, 4th February, 1873.

NOTIFICATION.

A COPY of the JURY LIST for 1873 is posted at the Supreme Court House for inspection.

Notice of any Inaccuracies, Omissions, Objections, &c., must be given in writing to the Registrar on or before *Monday, the Seventeenth day of February instant*, in accordance with the Provisions of Section 8 of Ordinance No. 11 of 1864.

W. H. ALEXANDER,
Registrar.
Court House, 1st February, 1873. [204

NOTICE

THE PROPOSED EXHIBITION OF FLOWERS, &c., will be held in the PUBLIC GARDENS on THURSDAY and FRIDAY, the 13th and 14th days of February next.

Intending Exhibitors are requested to forward the numbers of the classes they intend to exhibit in, and the amount of space in superficial square feet they are likely to require, to Mr. FORD, Superintendent of the Government Gardens, on or before MONDAY, the 3rd of February.

All Potted Plants must be sent to Mr. FORD at the Public Gardens on the 12th of February.

Cut Flowers and Vegetables must be sent in not later than 10 A.M. on the 13th February, and cannot be received after that hour.

The Exhibition will be opened on both days at 2 P.M., and closed at 6 P.M.

Prices of admission on the first day, $1; on the second day, 20 cents.

Admission Tickets for the first day may be obtained from Messrs. LANE, CRAWFORD & Co., or at the entrances to the Gardens.

On the second day, payment must be made at the doors.

71 Hongkong, 10th January, 1873.

WANTED.

A SITUATION as Compositor, at any of the Out Ports, by a young man who has great experience. Best references can be given.

Address "*A. Z.,*" *Daily Press* Office.
7d 193 Hongkong, 31st January, 1873.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR, AND
TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 192] [Feb. 1.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Intimations.

THEATRE ROYAL,
CITY HALL—HONGKONG.

THE AMATEUR DRAMATIC CLUB OF HONGKONG
WILL GIVE THEIR
FIFTH PERFORMANCE OF THE SEASON
ON
THURSDAY EVENING,
13th February, 1873,
When will be presented the Burlesque of
"KENILWORTH,"
OR
YE QUEEN, YE EARLE, AND YE MAIDEN.

Doors open at 8.30; Performance to commence at 9 o'clock.

Tickets to be had at Messrs. LANE, CRAWFORD & Co.'s on and after MONDAY, the 10th instant, and at the Doors on the night of the Performance.

202 Hongkong, 3rd January, 1873.

FOR SHANGHAI.

THE British Steamer

"ACANTHA"

will be despatched for the above port on or about the 8th instant.

For Freight or Passage, apply to
OLYPHANT & Co.
tf 217 Hongkong, 6th February, 1873.

FOR SHANGHAI.

THE Steamship

"BLYTHWOODE,"

Miller, Master, will have immediate despatch as above.

THE "CHRONICLE AND DIRECTORY"
For 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*);

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Swatow	Messrs.	QUELCH and CAMPBELL.
Amoy	"	WILSON, NICHOLLS & Co.
Formosa	"	WILSON, NICHOLLS & Co.
Foochow	"	HEDGE & Co.
Ningpo	"	KELLY & Co., Shanghai.
Shanghai	"	HALL & HOLTZ.
"	"	KELLY & Co.
Hankow and River Ports	"	HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang	"	HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking	"	HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki	The	C. & J. TRADING CO.
Hiogo, Osaka	The	C. & J. TRADING CO.
Yokohama	Messrs.	LANE, CRAWFORD & Co.
"	Mr.	E. J. MOSS, *Japan Gazette* Office.
Manila	Messrs.	J. DE LOYZAGA & Co.
Saigon	"	M. RIBEIRO & Co.
Singapore	The	*Straits Times* Office.
Calcutta	The	*Englishman* Office.
London	Mr.	F. ALGAR, Clement's Lane.
"		GEO. STREET, 30, Cornhill.
"	Messrs.	TRÜBNER & Co.
"	"	BATES, HENDY & Co.

NOTICE.

THE "DAILY PRESS" will in future be issued at 6.30 A.M. The arrangement has been made to meet the views of numerous Subscribers, and it may be desirable to state that the step would have been adopted earlier, but that it was considered advisable to publish at such an hour as would give time for reporting the latest arrivals and departures. This end, will, however, be met by the issue of an extra slip at 1 p.m., with the arrivals in the course of the morning.

Advertisements can be received up to 10 P.M and those sent in the morning can, when desired, be inserted for the first time in the Shipping Extra.

Hongkong, 24th January, 1873.

The Daily Press.

HONGKONG, FEBRUARY 6TH, 1873.

WE are glad to be able at last to place before our readers the original Statutes of St. Paul's College, of which we have obtained a copy from home. The document places the nature of the foundation in a perfectly clear light, and we can have no doubt that this Institution will, now that there can be no mistake as to the objects with which it was established, be raised from the position it at present occupies. It will be seen that its primary object was training a body of native clergy and Christian teachers, according to the principles of the Church of England, but the local Government may send duly qualified students upon contributing a sufficient sum for their education. It thus appears, there can be no question, that the College would not be available for a non-denominational school, as was supposed; but that it could be made a very valuable Institution in the Colony there can be no question, and it is deeply to be regretted that a charity of this kind should be allowed to become useless, and the building made use of by people in no way connected with the scheme which it is designed to carry out.

The history of St. Paul's College during the past few years is involved in a great deal of obscurity; and there seem to be few in Hongkong who know how it has been brought into its present state. Bishop SMITH took a deep interest in the foundation, and by his exertions a large number of scholars attended it. For some reason, however, which we are quite at a loss to understand, Bishop ALFORD sent away the remaining scholars to the Hongkong Government Schools, and this was the final collapse of the College. We trust that this point will be cleared up by those who have authority over the institution at home, as it is certainly one upon which the late Bishop of Hongkong should be able to give the precise information. It must be painful to the benevolent lady and gentleman who inaugurated the charity to know to what an end their good efforts have been turned, and if for no other reason, at least for their satisfaction, should they be still living, or for that of their relatives and friends should they have passed away, the matter ought to be fully cleared up.

We observe that the Bishop of Victoria for the time being is ex-officio Warden of the College, and that the entire control of the Institution is invested in him, "except so far as any jurisdiction or authority may by him be delegated to a sub-warden or others;" but upon questions of grave importance, a reference *may* be made to the ARCHBISHOP OF CANTERBURY, "to whom also the Warden *shall* forward annual reports of the progress of the College." It is left open whether it is absolutely necessary on any given occasion to communicate with His Grace, the measure of that necessity being the importance of the matter. But as there cannot be any matter of more importance in connection with an institution than closing it up entirely, we may fairly enquire whether Bishop ALFORD did communicate to the ARCHBISHOP OF CANTERBURY before sending away the scholars, and if so whether the Archbishop's consent was given to that measure. With respect, however, to the transmission of an annual report of the progress of the College, no option is given—"the Warden SHALL forward annual reports." Has this been done? Has the ARCHBISHOP OF CANTERBURY been made aware of what has been going on for the last four or five years? Does he know that for some three or four years there have been absolutely no scholars, and that since Bishop ALFORD left the Colony, the only use to which the building has been turned, is that of affording lodgings to the Bishop's sons and some friends of theirs? We presume, we may very fairly conclude, that this has not come to His Grace's knowledge, as if so, no doubt an end would have been put to this state of affairs.

It is to be sincerely hoped that the attention which the present publication of the Statutes will draw to the subject, will have the effect of causing it to be thoroughly investigated, and of bringing St. Paul's College back to the valuable object for which it was designed. A school such as it would provide is undoubtedly a want in the Colony, and with proper energy brought to bear upon it, its usefulness would soon be spread, not only to Hongkong, but to adjacent ports. While we are no advocates for sectarianism of any kind, we cannot but feel that it is not right—as is actually the case at the present day in more directions than one—that Church of England parents should find it necessary to send their children to Catholic Seminaries, because some one—for assuredly some one is responsible in the matter—has neglected to carry out the noble work set on foot by the "pious liberality of a brother and sister" at home. Nor is it a slight thing, so far as the native residents are concerned, that the educational advantages which the College was intended to supply, should be withheld from them. The subject only requires to be moved at home for this state of things to be put an end to at once, and it is our earnest hope that the publicity at present given to it will lead to this result.

We are informed that a respectably dressed Chinaman was yesterday afternoon found covered with blood, lying in the ravine by the New Garden. Whether he had been knocked down, or had fallen over, is not yet known. A young gentleman who was passing, seeing the man, went down to him, and sent for a policeman, who conveyed him to the Hospital.

Without wishing to be hard upon the management of the City Hall, we would suggest that when a lecture is to be delivered, it is well that the gas should be lighted in the landing at all events a few minutes before the appointed time. On Tuesday, the lower part of the Hall was in complete darkness up to about 5 minutes before nine, when attention was called to the oversight.

The O. S. N. Co.'s Steamer *Deucalion*, which was to have sailed yesterday at daylight, was detained till 12.30 noon, in consequence of a robbery once on board, two of her seamen being under trial before the Hon C. May, and several of her seamen being required as witnesses. Captain Butler was in attendance at Court, and his Worship thanked him for his kindness in having everything so well arranged, so as not to cause any more detention to either the case or his ship, and expressed regret that he could not send the two seamen before him to the Supreme Court. However, to meet the justice of the case, without detaining the ship, he give the defendants the utmost punishment in his power.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 2nd February, 1873.

The Berlin newspapers state that the Russian Army in the Caucasus has been transformed into a Central Asian Army, numbering 100 Battalions, thirty-six Batteries, and 20 squadrons, sufficient to defy the British. Russia awaits any false steps on the part of the English Government.

CANAL.

Homeward:—*Amazons* and *Ulysses*.

Hongkong, 4th February, 1873.

CRICKET.

Army v. Navy.

This match took place on Saturday, the 1st February, and resulted, as will be seen from the score, in the Army beating the Navy by 73 runs in the first innings, and leaving the Navy, after their second innings, still 22 behind, with only three wickets to fall. The military team were very strong in batting, Messrs. Master, Cole, and Prior, and Sergeant Shaw, all making good scores; while the naval forces were weak in bowlers. At the same time, the Navy fielded particularly well. Mr. Bone's long-stopping was splendid, not a single bye being scored. The bowling on the side of the Army, especially that of Private Else, was very effective. Eleven wickets out of the seventeen fell to Else's share, his bowling being very fast underhand, with nothing particular about it except a terrific tendency to the wicket.

The score is as follows:—

ARMY.

First Innings.

Lt. Vaughan, R.A., run out	1
Lt. Cole, 60th, l b w, b Miller	29
Lt. Master, 60th, c and b Carpenter	83
Lt. Prior, 60th, b Lambert	24
Sergt. Shaw, 80th, c Bone, b Hallett	37
Private Else, 60th, c Lascelles, b Hallett	7
Gunner Towner, R.A., c Lascelles, b Lambert	0
Private Baxter, 60th, c Miller, b Hallett	3
G. J. Parkyn, C.D., c Carpenter, b Hallett	4
Private Foster, 60th, c Lascelles, b Lambert	7
Gunner Warden, R.A., not out	1
l b 2, w 2, n b 1	11
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NAVY.

First Innings.		*Second Innings.*	
T. T. R. Miller, b Else	0	not out	10
F. E. Bone, b Else	4	c Towner, b Parkyn	4
A. Carpenter, c Shaw, b Parkyn	12	c Else, b Prior	20
F. C. Lascelles, b Else	0	b Else	8
R. A. Lambert, b Else	0	b Else	0
H. H. Hallett, b Else	7	c Prior, b Master	7
R. J. Yardley, b Else	1	b Master	0
E. P. Statham, b Master	3		
H. J. Fairlie, b Else	18	not out	3
P. K. Smythies, not out	19	b Else	1
H. B. Dillon, c and b Else	0		
byes	8	b 2, l b 1, w 5	7
	64		61

SINGAPORE.

The U. S. Admiral's ship *Lackawanna* arrived on the 18th ultimo, and it is understood will remain at Singapore until the return of the *Hartford*.

The Joshua case was fixed for hearing on the 23rd ulto.

The *Straits Times*, in reviewing the work of the Grand Jury, expresses an opinion that such an institution does little in Singapore to further the real ends of justice, and is practically only another instance of the Law's delay.

JAVA.

The *Java Bode* of the 4th ulto. states that the reasons assigned for the coming over of Rajah Brooke to Java, are, that he wishes to sell his principality in Northern Borneo to the Netherlands India Government: his proposals have been rejected, because the form of Government at Sarawak, which was to remain unchanged in case the transfer took place, is arranged on too costly a scale.

ST. PAUL'S COLLEGE.

Subjoined is a reprint of the Statutes of St. Paul's College, to which allusion is made in to-day's leader. The document is considered of so much interest, as to warrant reproducing it on a separate sheet, in which form it can be obtained on application by any subscribers who may require it.

STATUTES OF THE MISSIONARY INSTITUTION AT HONGKONG, TO BE CALLED AND KNOWN AS ST. PAUL'S COLLEGE.

A Missionary College having been founded at Victoria, in the island of Hongkong, principally by the pious liberality of "a Brother and a Sister," and by a Grant from the Society for Promoting Christian Knowledge,—aided by sums from various individual donors,—the following Statutes have received the sanction of His Grace the Archbishop of Canterbury, for the general government and internal regulation of the Institution.

FOUNDATION.

I.—St. Paul's College, at Victoria, is primarily founded for the object of training a body of Native Clergy and Christian Teachers for the propagation of the Gospel in China, according to the principles of the United Church of England and Ireland, and under the immediate control of the Bishop of the said Diocese. It shall, however, be lawful to admit to the benefits of the College such Students, European as well as Native, as, being educated in conformity with the doctrine and discipline of the Church of England, shall afford, in the judgment of the Bishop, the hope of their diffusing, through their example and influence, the blessings of Christianity and civilization.

THE COLLEGE PROPERTY.

II.—All sums of money and books already given, and property of every kind hereafter to be given, transferred, or bequeathed, to the purposes of the College, shall be vested, for the benefit of the said College, in the Bishop of Victoria for the time being, as constituted by Her Majesty's Letters Patent a body corporate.

THE GOVERNMENT OF THE COLLEGE.

III.—The Government and entire control of the College is vested in the Bishop of Victoria as *ex-officio* Warden; except so far as any jurisdiction or authority may by him be delegated to a Sub-Warden or others. Upon questions of grave importance, a reference may nevertheless be made to the Archbishop of Canterbury, whose decision shall be final, and to whom also the Warden shall forward Annual Reports of the progress of the College.

TUTORS.

IV.—The course of instruction shall be carried on, under the superintendence of the Warden, by Tutors, English and Chinese, the former to be in Holy Orders, or at least Communicants in the Church of England. All such offices, as that of Sub-Warden or of Tutors, are in the appointment of the Warden. Their stipend shall be defrayed from the funds of the College, or from any endowment specially contributed for their support; assisted by such payments for annual grants as the local British Government, or any public Society, may be willing to make.

THE STUDIES.

V.—The Course of Education shall ordinarily comprise the usual branches of instruction in Languages, Literature, Science, Divinity, and Sacred History, together with the study of the Language and Literature of China.

SCHOLARSHIPS.

VI.—It shall be competent to individuals, the local British Government, and to any Association desirous of promoting Christianity, with the consent of the Warden, to found Scholarships, on a benefaction of £500, with a perpetual right reserved to such individuals, local Government, and Associations, or their assigns, of nominating duly-qualified Students, approved by the Warden, to such Scholarships.

Scholarships may also be founded and endowed by the payment of an adequate benefaction for educating a Native Student, with a reserved right to the Founders of nominating the first Student to the said Scholarship, subject to the approval of the Warden, both as to his nomination and continuance in the College.

It shall also be competent to any individual, the local Government, or any Religious Society, to send duly-qualified Students, approved by the Warden, to the College, upon engaging to contribute a sufficient sum towards their education there.

In every case such Scholars or Students shall be educated in conformity with the doctrine and discipline of the Church of England, and regularly attend the Services of the College Chapel.

MODIFICATION OF STATUTES.

VII.—Inasmuch as, in the progress of the Institution, cases may be expected to arise which will require a more detailed system of Statutes than is necessary in its infancy, it shall be lawful for the Bishop of Victoria, in conjunction with the Archbishop of Canterbury for the time being, to introduce such a modification, alteration, or extension of the present Statutes, as to them jointly may seem fit.

I approve the foregoing Statutes,

J. B. CANTUAR.

Addington, Oct. 15, 1849.

POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

ROBBERY.

Two seamen, named *Robert Masters* and Charles Colson, belonging to the steamship *Deucalion*, were charged by a Chin-chew trader with the robbery of $113 in silver and five pieces of clothing, on the 31st January, on the high seas, on a passage from Singapore to this port.

Chun-tai-foong, a Chinese trader, declared, said he was a passenger in the steamer *Deucalion* from Penang to Hongkong. On the 31st ulto. the weather was rough, and he asked the defendants to allow him to have shelter under the forecastle, and he would give them $2. They consented, and took his box into the forecastle, where there was another Chinese passenger, named Low-a-sai. They were then told to go out, and returning shortly after he found his box had been taken away, it was a tub box, and contained $113 in silver and five pieces of clothing. On enquiry, the other Chinese passenger told him something about his money being taken out by defendants, and the tub box being thrown overboard.

Low-a-sai, declared, said that on the 31st ulto. the weather was rough, and he made arrangements with defendants to allow him shelter in the forecastle, and he would give them $2. They consented, and he occupied first defendant's bunk. Soon after the defendants brought in the boxes of Chun-tai-foong, who occupied the bunk of the other defendant. After this he was sent out, and he saw the first defendant break open complainant's tub box and take out money; the second defendant then put his hands in the tub and took out some money, and placed in the hands of first defendant, who took it to a bunk and placed it under a mattress. The box was then taken outside by the defendants, and he saw no more of it. The complainant came in and asked about his tub box, and he told him what he had seen from his bunk.

Chun-a-look, declared, said he was a passenger on the *Deucalion* from Penang to Hongkong. On the 31st the weather was rough, and himself and last two witnesses made an agreement with the defendants to give them shelter at $2 each. They consented; the first defendant carried his box and a tub box of complainant's into the forecastle; they were then sent out, and after returning, the tub box belonging to complainant was found to be missing. The last witness then told them something in reference to the defendants.

In answer to the first defendant, witness said he did not take him to the second mate with his boxes, because the other men refused to allow them to stop. He was only three minutes in the forecastle altogether, and on his return the box was gone.

W. Fuller, P.C. 47, said from instructions he went on board the S. S. *Deucalion*, and from what he was told he searched the defendants' boxes, and the whole of the forecastle, and all places where suspicion rested.

Second defendant said on the 31st he was stropping a block, when a heavy sea came on board and washed the Chinese passengers and their luggage into the lee side; some of them screamed out for assistance, and he went to the witnesses' assistance, and picked them up and their boxes, and they asked for shelter; he did not give them any, as he had already one in his bunk for $4, but he took them and their boxes, with the assistance of first defendant, to the second mate, and asked him whether there was any place aft for them, explaining how they were being knocked about by the water on deck. The second mate said, "Yes, you go to your work, and let the Chinese bring their boxes aft themselves."

The first defendant said it was his watch below at the time, and he knew nothing of the affair.

Complainant, recalled, said they were taken aft, but this was after his box was stolen.

Thos. Tilley, a seaman on the *Deucalion*, sworn, stated that on the night in question the second defendant passed a dozen boxes belonging to Chinese to a man named Cox into the forecastle. The seamen grumbled, and the boxes were again passed out by Cox to second defendant, and given into the charge of the second mate, who demanded them.

Lewis Peterson, a seamen on board the *Deucalion*, sworn, said that it was his watch below when the second defendant handed in Chinese boxes to Cox, who placed a round box tub in a bunk. The second mate ordered them to be brought out, as there was a place aft for passengers' boxes. Cox then handed them out, together with the tub box.

The seaman Cox, sworn, stated that when the second mate ordered the boxes to be taken aft, he himself took the tub aft, and placed it below.

The defendants, after a severe lecture, were sent to six months' hard labor each.

ABSENT SERVANTS.

Mr. Andrew Millar, plumber, charged his Indian watchman, Antonio Jones, with absenting himself from his services on the 27th ulto., without his permission, thereby leaving him without a watchman during the New Year. Complainant stated that three days before defendant went away he was constantly drunk, and he remonstrated with him, and on the 27th he went away, and did not return till this day, the 5th instant, dressed as usual, with stick in hand. Defendant has been in his employ for about 12 months, during which time he has lost things to the value of several hundred dollars.

Defendant said he had been in the employ of Mr. Millar for five months only. On the 23rd he became sick, and got worse daily till the 27th, when he was compelled to go home. Since then he has been back, after getting well, but was told by another watchman he was not wanted, as Mr. Millar had got another man. He could not see Mr. Millar himself till this morning, when he was given into the custody of the Police.

Defendant, on being told that his tale was not credible, was fined in the sum of $4.

A LOSING GAME.

A coolie charged by Inspector O'Brien with blocking up a drain at East Point with rubbish, which cost the Government a short time back $25 to clear, was fined $1.

DISEASED PIGS.

Two coolies were charged by Chinese constable No. 213 with attempting to sell a dead diseased pig to the Pig-inn at West Point, knowing same to have died.

First defendant said he was employed by the second to assist him in carrying the pig to be buried.

Second defendant said three days back he took the pig alive to the Pig-inn for them to sell, yesterday he was sent for and told his pig was dead, and he had to take it away and bury it, and after he got a short distance the police stopped him.

The master of the Pig-inn said defendants came to him yesterday and asked him to buy a pig, and seeing it was dead, he refused to have anything to do with it.

The owner of the pig was fined $10, in default 21 days' imprisonment; the coolie who assisted was fined $1 for his trouble.

YOKOHAMA.

The *Japan Mail* of the 25th says:—

Within the past few days a trouble of a somewhat serious character has arisen in the mercantile world. It is a well known fact that every merchant, in dealing with Japanese carries on the transactions through his compradore, who receives a fixed brokerage, always calculated in fixing the prices of merchandize. The Japanese authorities have, however, assumed to themselves the right of prohibiting this method of transacting business, and have issued an order forbidding Japanese merchants to pay this brokerage, insisting that no business shall be done with such foreign houses as determine upon adhering to the old custom, which it may be said is as old as the establishment of foreign houses in China. The consequence is that one house which desired to carry on its business on the old system has been posted throughout the native town and is not, we understand, even allowed to receive the silk for which it has paid. Upon this the foreign merchants, with the exception of a few houses who have no compradore, have signed a letter to the Consular body remonstrating upon this breach of the treaty. A meeting of the Consuls was recently held, and though what passed there has not transpired, it is to be presumed that they, in turn, have strongly remonstrated with the governor. It is highly desirable to abolish the system against which the Japanese have set their faces, but it may be doubted whether their mode of doing so will be universally acceptable.

COMMERCIAL INTELLIGENCE.

FEBRUARY 5TH, EVENING.

New Patna, $650 to $655, cash and credit; New Benares, $610 to $612½ cash and credit; Old Patna, $640 to $645, cash and credit; Old Benares, $585 to $590, cash and credit; Malwa, $580 to $585 cash; Malwa, $600, on credit, with allowance in weight.

EXCHANGE.

ON LONDON.—	
Bank Bills, on demand	4/3½
Bank Bills, at 3 months' sight	—
Bank Bills, at 6 months' sight	4/5
Credits, at 6 months' sight	4/5½
Documentary Bills, at 6 months' sight	4/5½
ON NEW YORK.—	
Private, 5 months' sight	—
ON BOMBAY.—Bank, 3 days' sight	227½
ON CALCUTTA.—Bank, 3 days' sight	227½
ON SHANGHAI.—	
Bank, 3 days sight	74½
Bank, 15 days sight	74½
Private, 30 days' sight	74½

SHARES.

Hongkong and Shanghai Bank Shares.—69½ per cent. premium.

Union Insurance Society of Canton, new shares—$1,250 per share premium.

China Traders' Insurance Company's Shares—$1,050 per share premium.

China and Japan Marine Insurance—Tls. 22 per share premium.

Chinese Insurance Company.—$53 per share premium.

Hongkong Fire Insurance Company's Shares—$352½ per share premium.

China Fire Insurance Company's Shares—$34 per share premium.

Victoria Fire Insurance Company's Shares—$51 per share premium.

Hongkong and Whampoa Dock Company's Shares—8 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—31 per cent. premium.

Shanghai Steam Navigation Company—Tls. 32½ per share premium.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—40 per cent. discount.

Hongkong Distillery Company—$18 per share discount.

Indo-Chinese Sugar Company—$63 per share discount.

Hongkong Pier and Godown Company.—30 per share discount.

SALES ON FEBRUARY 5TH, 1873

As reported by Chinese.

Old Saigon Rice, 500 piculs, at $1.36, by Fook-mow-loong to local trader.

Yellow Peas, 1,500 piculs, at $2.04, by Fook-mow-loong to local trader.

Vermicelli, 120 bags, at $8.00, by Kwong-fook-wo to local trader.

Cuttlefish, 30 bags, at $14.60, by Kwong-fook-wo to local trader.

Black Pepper, 200 bags, at $5.56, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 25 bags, at $10.27, by Kwong-wing-shing to travelling trader.

Shelfish, 20 cases, at $38.00, by Yee-wo-loong to travelling trader.

Cows' Hides, 200 piculs, at $6.75, by Hop-hing to local trader.

Melon Seeds, 100 bags, at $4.80, by Mee-chong to local trader.

Cows' Glue, 50 piculs, at $13.50, by Fook-shing-loong to local trader.

Red Dates, 200 bags, at Tls. 2.6.0, by Wing-yee-chong to travelling trader.

Potatoe Flour, 100 bags, at Tls. 1.1.5.0, by Sze-hop-chun to travelling trader.

Lotus Nuts, 30 bags, At $8.20, by Sze-hop-chun to travelling trader.

Ningpo Cotton, 400 bales, at $16.60, by Kwong-kee to Man-hing.

NEWS FOR THE ENGLISH MAIL.

THE "DEATH BLOW TO CORRUPT DOCTRINE."

NOTWITHSTANDING the remonstrance made by Mr. WADE concerning the "Death Blow to Corrupt Doctrines," it appears from the account given elsewhere by a correspondent of one of the Northern papers, at Wuchang, that this book has turned up again under a new title, but little altered in substance or shape. The fact is to be much regretted and it is to be hoped that the objectionable publication will be put down. It is of course necessary to bear in mind, with regard to many of the idle reports spread about concerning foreigners, that they are not fully believed by those who read them; but even when this is the case, an impression is generally left that there is, in popular parlance "something under them," and harm is done to this extent. But the "Death Blow" is, beyond any question a masterpiece in its particular direction, and cannot fail to be very widely credited. As the correspondent, whose communication we quote to-day, says: "There can be no doubt that its horrible accusations and stories have been, and still are, widely believed by all classes of the people, for the simple reason that their own street literature abounds in stories ten times more corrupting and absurd; and there can be still less doubt that it was conceived and written, as the first translators observed, by a man of the highest literary abilities, one who must at this time be in no mean position in the Chinese Government, seeing that he can procure its distribution throughout the country by the hands of the Mandarins or their underlings." The great force of this pamphlet was in the very ingenious manner in which it seized upon evil practices familiar to the Chinese, and represented them as the explanation of what was patent on the most superficial observation of foreigners. This was naturally the very strongest way to convey a definite, but false, impression to the native mind, and could not fail to produce an effect upon a people who above all others are in the habit of seeking explanations of everything by their own standards, and are especially indisposed to believe that explanations of anything can be found outside their own limited sphere of knowledge. That this republication of the "Death Blow" will produce harm, there can be very little doubt; and we cannot help thinking that the matter is one suited for official action on the part of the Foreign Consuls and Representatives. As a rule, no doubt, it is unadvisable to be pressing in regard to such matters, as that course amounts to attributing to them an importance beyond what they really possess, and is very apt on this account rather to increase than to diminish their influence. But the exception to this rule, is in cases where there can be no question as to the seriousness of the effect which will be produced by the work itself. If there can be no reasonable doubt that an essay of this description will work great mischief, and that unless some steps be taken it will be very widely spread among ignorant people, it is desirable to obtain some kind of denunciation of the calumnies from the officials. The "Death Blow," we think, fairly comes within this category. It is already well known, and to some extent popular, and it is also known that official cognisance was taken of it by the Foreign Representatives at Pekin. If, therefore, it is allowed to reappear now without protest, the impression will be conveyed that it is countenanced by the Chinese Authorities, and its effects will be increased ten-fold. Although, therefore, such a course might be ill-advised, and perhaps to some extent undignified in other places, we believe from the peculiarities of China it would be advantageous that the Ministers at Pekin should use their influence to cause a denunciatory edict to be issued. This would be only in the ordinary course of things in China, where the weight which is attached to official utterance is generally used as the natural means of averting the effects of inflammatory and calumnious writings and placards.

HONGKONG.

H.H. the Grand Duke Alexis left on the 30th ulto. in the *Svetlana*, for Manila. It is understood that he will return to the Colony about the 20th instant.

A fatal accident occurred on board the Russian corvette *Vitiva*, on the morning of the 28th ulto., when she was getting under weigh, one of the steam valves giving way, and badly scalding several men near, two of whom died subsequently. The wounded men were conveyed on board the *Melville*, where every attention was shown to them.

The annual meeting of the Hongkong Chamber of Commerce took place on the 27th ulto. The erection of lighthouses in the neighbourhood of the Colony, the survey of the China coast, and the mildew question were discussed. A strong opinion was expressed by some members concerning the inaction of the local Government with regard to the erection of lighthouses. The chairman stated he had brought the subject to the cognisance of the local authorities some time back, but only on his making a second application was any notice taken of his communication.

Considerable excitement was created on the 1st instant by the discovery that Mr. König, a ship and general broker, well known in the Colony, had absconded, after having defrauded various firms and individuals to an amount estimated between $30,000 and $40,000, having, it was alleged among other things, altered two transfer certificates of Shares in one of the local Companies from "one" to "one hundred," and thereby obtained a loan of close upon $20,000. On his departure being discovered, it soon got about that he was a defaulter in various directions, but the sum total does not appear to have been more than the amount stated above. It was reported that he had gone away in a small schooner named the *Anna*, which it seems he had purchased, and the tean-tug *Fame* was sent to look for him, with, it was thought, but poor chance of discovering him. He was, however, found on Lin-tin Island, and brought back to Hongkong. He had about $6,000 on his person when taken. The case was investigated by Mr. May, the Senior Police Magistrate, who committed the defendant for trial. The prisoner, after having received the usual caution, stated that he pleaded guilty to altering the share certificates.

A difficulty with regard to the arrest of a debtor on board the French steamer *Ava*, has been the subject of some notice. It is stated that the warrant was given to an ordinary bailiff to execute, and that he did not communicate with the Captain, as he should have done, and was sent off the steamer. This account, however, is contradicted, by the statement of some gentlemen who were near the gangway at the time, and say that they saw no occurrence of the kind.

A decision of some importance has been given by the Chief-Justice, sitting in Admiralty, with reference to the M. M. steamer *Phase*. An action was brought against her for collision in Canton waters, and Counsel raised the point that, as French mail steamers were entitled by treaty to the privileges of men-of-war, she was not amenable to the jurisdiction of the Court. The Chief-Justice, after carefully considering the question, adjudged that she was not amenable. A second point of interest, namely, whether the collision having occurred in China waters the matter could come in the Admiralty Court here, was not decided, the Chief-Justice considering it unnecessary to express any opinion, the former point being quite clear. Hitherto, the agents of the French steamers have waived their privileges as mail steamers in such cases.

The Chinese passengers on board the steamer *Sedan*, forty-four in number, were all rescued by fishing junks, but were robbed by pirates of all that they possessed.

A somewhat serious accident has occurred to Captain Lachlan, of the P. M. S. S. *Alaska*, the landing stage having suddenly given way, precipitating Capt. Lachlan heavily on to the wharf, and causing a compound fracture to the shin bone of his left leg. By last accounts he was progressing as favourably as could be expected.

Mr. J. W. Torrey delivered an excellent lecture at the City Hall on the 4th instant, on the subject of the "Humourous Poets of America."

CANTON.

(*Shipping News, Jan 27th.*)

A tax of ten cents a bale on all silk packed on the foreign settlement is to levied. This will come very hard on those of the mercantile Community who have erected godowns for this purpose only.

A substantial building is, we hear, to be erected as a theatre, which we trust will become an accomplished fact, as it is a necessity we feel the want of.

The Canton Social Evenings have again been renewed by our community; on Thursday last we had a meeting at the spare house in the British Consulhar compound. Some readings and recitations were given by Messrs. Gardner, Hobson and Allen, but the comic songs by Mr. Gillison kept the audience in a roar of laughter; and every one returned to their homes at the finish heartily satisfied with the treat they had enjoyed.

Last week the inhabitants of the road at back of Shameen petitioned H.B.M.'s Consul, begging his assistance, to enable them to clear the Canal of the low class characters that reside there; the result of which was that the Consul kindly took their case up; and on Sunday last the channel was cleared by mandarin boats. This morning, however, we see some of them again returning to their old haunts, and we trust, that they will, however, not be allowed to remain there long.

AMOY.

The *Courier's* correspondent gives the following resume of recent events at the above port:—

At present there is in Amoy an almost absolute dearth of what may be called news. Our long drought has at length been brought to an end by a very seasonable fall of rain. For the last two or three years the rainfall has been very irregular, and moreover so very deficient that the crops of every description have suffered more or less every year. There is no doubt that had it not been for the large importation of Japanese rice, there would have been serious suffering, if not actual starvation, throughout this whole region. The experience of the last few months has begun to convince the Chinese that the presence of the Foreigner is not such an unmixed evil as some of the higher classes would have them believe. Although two-thirds of the last rice crop was lost in many districts through want of proper irrigation, and though the potatoes, as a rule, have been a complete failure, the steady influx of foreign rice has so far kept down the price of provisions that, in the cities at least, no additional suffering has been the result of the drought. The same, however, cannot be said of the country districts. The unusually large emigration of the country people this year, proves that times must be rather hard with them. It is a singular fact, that rice is so plentiful that it is being exported from this place to Formosa, a thing entirely new in Chinese history, as from time immemorial the deficiencies of Amoy have been supplied by importations from that island.

The new Admiral that has been appointed to Amoy arrived here a short time ago. He formerly occupied the same position in Chin-chew, where he seems to have been much liked. The people of Chin-chew have many stories to tell of him when he was residing there. It seems he was frequently in the habit of moving about the city after nightfall in disguise. Many were the adventures that befell him, and many were the abuses that he was able to rectify, from his having made a practical acquaintance with them. From all accounts, he is a man of most determined character. It is mainly owing to him that the country north of Amoy has been rendered so safe for travellers. Previously to the appearance of the Rebels in this region in 1864, the whole of the country between this and Chin-chew was in the most disturbed and unsettled condition. The authority of the Mandrains was to all intents and purposes ignored, as the whole power was virtually in the hands of the powerful clans that existed throughout the country. These had established a system of black mail to which every traveller had to submit; as without their special permit, no one was allowed to proceed on his way. Such a state of things naturally resulted in the greatest disorder. Village was at open war with village, and clan with clan. Continual conflicts were going on, that the mandarins had simply to wink at, as they were utterly destitute of the requisite force to interfere effectually. The present Admiral was just the man to deal with such a state of things. There was a vigor and promptitude about him that one rarely meets with in the mandarins of the present day. He would, for example, order a certain number of troops to assemble at a certain hour of some evening. Not a single one of his officers or men would have the smallest idea where they were going, or what was the object of their being summoned together. The Admiral, who had acted thus to prevent the possibility of his plans being made known, would then direct the march in the direction of the village he wished to punish. Arriving about midnight, when all were asleep, he would quietly surround the place, and at dawn next morning the burning houses, and half a score of heads hanging on the nearest trees, would show the kind of the work he came to accomplish. A few instances of this kind completely cowed the law breakers, and the result has been that that particular part of the country over which he had jurisdiction is one of the safest in the Empire.

In connection with this same region, I may mention a fact that lately came under my notice, and which illustrates the way in which excessive duties tend to injure legitimate trade. Amoy, as you are aware, is the only port for a very large extent of country both North and South of this, and at the same time the natural channel by which goods pass into the interior. The Lekim duties, however, are so very oppressive that many branches of trade, if not actually crushed by them, are so crippled that they are carried on with very little profit to the merchant. The result is that the goods are introduced at various points along the coast where no such duties exist, and are carried over the country by coolies to places within twenty and thirty miles of this.

Some days ago, when passing through a small Chinese port, thirty miles north of this, I observed that cotton that had been shipped from Shanghai, instead of being carried into Amoy, had been landed there, so as to escape the Lekim duties. The bales, which could not have weighed less than one hundred and eighty pounds, had to be carried on the backs of coolies overland to the district city,—more than twenty miles distant. At first it seemed an impossibility for any single man to carry such a load over the bad roads and mountain passes that he would have to traverse. Indeed, I could hardly believe my eyes, when I saw a coolie seize hold of one of these immense bundles, and like an overburdened ant, start off at a pace that my chairbearers could not attempt to keep up with. Upon questioning, I found that the Chinese merchant could better afford to pay for this overland carriage, and all the incidental expenses, than to allow his goods to pass through Amoy, where he would have to pay the heavy Lekim impost that the Chinese authorities still insist in keeping up, in defiance of the most obvious and best recognised principles of political economy.

SHANGHAI.

The M. M. steamer *Donnai*, on leaving Shanghai, had a difficulty at the inevitable Woosung Bar. She was drawing 21 French feet, equal to about 22 feet 9 inches English. As she neared Woosung Bar, the pilot in charge, looking to the state of the wind and tide, considered that there was sufficient water on the Bar to get her across. It turned out, however, that he was mistaken. She took the ground on the Bar, and could not even be forced through the soft mud. It was necessary to lose that tide, but it was hoped that the evening tide would be larger, and she would float off. But, probably owing to some change of wind, the evening tide was lower than that of the morning, and the *Donnai* remained aground. It was now necessary to procure lighters to discharge part of the cargo into; and a message reached Shanghai about 12 at night to send down two tug steamers. About 4 in the morning the *Fokeln* and *Bunker Hill* were despatched, and we learn that by the use of these various and expensive appliances, the *Donnai* was able to proceed on her voyage, after a detention of 23 hours.

The *Courier* states that some 20 or 30 Chinese vagabonds having failed in all other attempts to raise the wind, resorted some days ago to the desperate expedient of calling at out-of-the-way houses in the Settlement and demanding a certain sum of money, on pain of pulling the house instanter down about the eyes of the in

of the Land Regulations, the new Council were requested to revise them, and lay the result of their labours before a general meeting.

HANGCHOW.

(*Courier.*)

January 16th.

I have just learned that quite a little disturbance has taken place in the district city of Sin-cheng, about a hundred *li* from the city of Shan-hing. The disturbance grew out of the semi-annual collection of the annual taxes. What the precise point of disagreement was, I have not heard. But as the *year* has given a moderately fair yield of rice, and as the taxes are a settled question, both as to their amount and the time of their collection, it is probable that the collectors had attempted some departure from the usual amount collected; and we may perhaps safely surmise that their mistake did not consist in attempting to collect less than the people had been accustomed, or were willing to pay; although, whether the mistake was accidental or designed on the part of the collectors, or in obedience to the commands of their superior, the district Magistrate, is a subject on which my information is both scanty and unreliable.

The people, however, absolutely refused to pay the amount demanded; and the collectors unable to enforce their demands, returned empty-handed to report their want of progress to the Magistrate who had sent them.

The Magistrate sent the Poo-ting, a kind of an inferior police officer, to keep order and help to secure the proper amounts; but the people were no more disposed to yield to the policeman than they had been to yield to the collectors, and a row occurred, in which the police officer lost his life. The Magistrate thereon reported the matter to his superior in the city of Shan-hing, who sent a *posse* of men to the neighbourhood, but the men thought themselves unable to deal with the difficulty, and so returned, leaving matters in *statu quo*.

Application has since been made to the Lieutenant-Governor in Hangchow, and a company of braves (?) has been dispatched to the rebellious district; whether the braves have yet reached "the front;" or what effect they will be likely to produce when they do reach it: are "questions of State" that have not yet been developed.

A later account than the above says that the local banditti, *Toe-fei*, from the two district cities of Shing-heen and Teen-tai, have united with the people at Sin-chang, and that not only the police officer, but the district Magistrate of the last named place has fallen into their hands.

You will, of course, understand that I tell you what is reported by the Chinese, not what I know to be true.

There can be no doubt that there is a disturbance of some kind; as upwards of a thousand soldiers have already been sent from Hangchow. But what the precise nature, or extent, or probable upshot of the affair may be, I do not at all profess to be able to say.

YOKOHAMA.

The Princes Phillip and Augustus of Saxe Coburg arrived by the steamer *Relief* on the 11th instant.

The Governor of Yokohama has written a very cordial and complimentary letter, thanking the foreign residents for their relief of the sufferers by the fire at the village of Homoko.

The *Japan Mail* of the 18th instant, gives the following items:—

It is announced that Sir Harry and Lady Parkes leave London this month for Japan, but it is not stated whether they will return via America or by the Red Sea.

On the 10th instant, Mrs. De Long and Mme Butzow, accompanied by Mr. De Long, American Minister, and M. Butzow, Russian *Chargé d'Affaires*, paid a ceremonial visit to the palace of the Mikado, for the purpose of being honoured by presentation to the Empress. The party were received by the Emperor and the Empress, standing. There was a full attendance of the Court, and of Her Majesty's ladies of honour.

Last Saturday night a fire broke out in Yedo, destroying the whole of one quarter, comprising about 50 houses. There was earlier in the evening another fire at the Nihon-Bashi.

An outbreak in Kiusiu, of a rather serious character, has been reported, at which some destruction of life and property has occurred. The causes for it would appear to be connected with recent changes of one kind or another made by the Government, and the rise of prices consequent upon the increasing prosperity of the country.

It is not expected that Mr. Mori, Minister Resident in Washington, will leave San Francisco before March. Mr. Woyeno, who replaces him, will, together with Mr. Yano, leave for Washington during next month. Mr. Hyashi will also take his departure for Hongkong about the same time.

WUCHANG.

(*Correspondent of Courier.*)

23rd January, 1873.

I hear that the Roman Catholic priests have got scent of a book recently published here under the title of the "Golden Mirror"—full of abuse against foreigners, and of Roman Catholics especially, and they will apprise the Consul in Hankow of it to-day. The French Consul left Hankow a few weeks ago for Sze-chuen, to settle some Roman Catholic claims for the burning of a chapel and other deeds of violence done in that province. But I suppose the English Consul will be acting for him in his absence, and in any case the Chinese authorities will be made acquainted with the fact, if they do not know it already. I hope the young scoundrels who got the book published will be found out, and made an example of.

Since the 10th inst. we have had snow on the ground. The last patches in sheltered places are only thawing to-day, and the Chinese streets have been covered with slush and mire two inches deep for the last week.

Last night being the 23rd of the Chinese month, the kitchen god was duly propitiated with a feast, and sent up to heaven on paper horseback, with a piece of candy sticking his lips together, lest he should reveal to Jupiter too many of the misdeeds of the family during the year! Volleys of crackers were going off in his honour for hours together. He returns on the night of the 30th, and is received with due solemnity, having a clean picture of his lordship pasted up on the wall of the kitchen in place of the old one.

We know that the New Year is at hand also by the frequent quarrels in the streets between debtors and creditors, and the woe-begone countenances of many who know not how they are going to be able to raise the wind.

THE "DEATH BLOW TO CORRUPT DOCTRINE."

Wuchang, January 23rd, 1873.

A report reached me about two months ago that a book, intended as an attack upon foreigners and their religion, was being printed in this city. Requesting the person who gave me the information to keep his eyes open and to secure, if possible, a copy as soon as it was published, I thought no more of the matter till, a few days ago, the book was put into my hands. The name of the title page was new, but a hurried glance at the contents suggested the idea that I must have seen the book before. What was my surprise when I discovered that it was no other than a new, though slightly abridged, edition of that slanderous pamphlet which created so much sensation among foreigners two years ago—"*The Death Blow to Corrupt Doctrine!*"

The portions which do not appear in this edition as compared with the translation published in 1870 by the Tungchow Missionaries, are a few of the unimportant and irrelevant *Miscellaneous Quotations*; the paragraph from the *Evidence of the Public Records* referring to Sen Kwang-k'i, the distinguished Shanghai Roman Catholic convert; that referring to the hostility of the Japanese towards foreigners, and the whole of the last two chapters written originally by Yang Kwang-sien in the 17th century, which gave the title to the former editions of this well-known book. It is difficult to surmise what may have been the motive for changing the title and rejecting the last two chapters, but in all probability it was in order to evade the letter of the law. It may be remembered that H.B.M.'s Representative at Peking brought the book before the notice of Prince Kung, who promised that instructions for its immediate suppression should be sent into all the provinces. Whether this was done or not, it would seem as if the parties concerned in the present issue knew that the "Death Blow to Corrupt Doctrine" had been placed on the Index Prohibitorum, and accordingly they have changed the name to "*The Golden Mirror for Exhibiting the Demons.*" And here, under this new title, we have reproduced in full, and in the clearest type, the diabolical and revoltingly obscene stories of the former work, for the special instruction of those who may still be unacquainted with the true character of these foreign devils!

The title page contains no mention of the publisher's address, but the printer is nevertheless known, and copies may be had at his shop for 14 cash each, by any who choose to enquire for the book. I have endeavoured to ascertain who are the patrons of the present edition, but can only learn that they are scholars of the Wuchang district, who were residing here for a few weeks during the recent examinations for the B.A. degree. It is reported that the literati of Hwa-yung, a town in the Wuchang district, came last year into collision with Roman Catholics, and placarded the walls of the place with the usual accusations against the priests and their converts. These placards were brought before the notice of the authorities and put down, but it would seem as if the students meant to carry on the war, and had armed themselves with a still more powerful weapon for arousing the passions of their credulous and corrupt neighbours against all foreign proselytism.

This is not the first time, however, that the book has been seen in Wuchang. It was known among the people many years ago, and some time before its publication in English a missionary in Hankow had obtained a copy of the original. I have in my possession a copy published in the year 1861 by the "scholars and people of the Eastern and Southern provinces," which was given to me by a man from Lingchow, a city, about 300 miles above Hankow. He told me that, five or six years ago it had been distributed gratis among the literati of King-chow, during one of the examinations; and assured us that it was well-known among the officials and scholars of Hupeh and Hunan. It is equally certain it has passed through very many editions, in various parts of the country, since it was first published immediately after the taking of Peking in 1860. There can be no doubt either that its horrible accusations and stories have been, and still are, widely believed by all classes of the people, for the simple reason that their own street literature abounds in stories ten times more corrupting and absurd. And there can be still less doubt that it was conceived and written, as the first translators observed, by a man of the highest literary abilities, one who "must at this time be in no mean position in the Chinese Government, seeing that he can secure its distribution throughout the country by the hands of the mandarins or their underlings."

My object in writing just now is specially to call your attention to the evidences which have been collected in support of the last made assertion. It was stated by the *North-China Herald* of January 1871, that a high mandarin, Tang Tsz-shing, was believed to be the author, but no proof of this was offered; and it is a very unlikely supposition, seeing that while Tang Tsz-shing was Taotai of Hankow, he earned a very bad repute among the people on account of his *too friendly* communications with foreigners, and particularly with the then Commissioner of Customs. The only other hint as to the authorship of the book is that furnished by the writer himself, when he styles himself "a man of Jan-chow, above all others distressed in heart." The Jan-chow, as it appears in the English translation, is a city in the province of Kiang-si; but this I imagine to be a mistake, as my Chinese copy has the words Ku-tan-chow, the old name of a department in Hunan; and being the older copy, this is more likely to be correct. The new edition leaves the name of the place out altogether. Thus the book may be safely traced originally to Hunan.

We have then to deal with the author's motto, or *nom-de-plume*, "the man distressed in heart above all others." Chinese scholars all possess a seal or seals with different mottoes engraved on them, and one or other of these mottoes is always attached to their compositions. Now, it happens that this motto of "the man distressed above all others," is met with in a book of poetry printed for private circulation in Hankow many years ago. The writers are mostly men of high official position, and to each contribution is affixed, by the editor, a note giving a slight sketch of the author, and the names under which he is accustomed to write. It is thus almost absolutely certain that P'eng-yu-lin, a Vice-President of the Board of War, and a native of Heng-yang district, in the province of Hunan, is the author of the "Death Blow to Corrupt Doctrine."

It would take too much time to give your readers any adequate idea of the widespread fame of this official, and the unbounded confidence reposed in him by the Court at Peking. He began public life as a Sew Tsai, a B.A., and was promoted by the late Tseng-Kwo-fan, during the rebellion, to the charge of all the gunboats on the Yangtsze. He served ten years under Tseng Kwo-fan in fighting the Taipings, during which time he received several wounds, and gained a great reputation for his integrity and loyalty to the Throne. When the Taipings were exterminated he retired to Hunan, and persistently refused to take office under the Government, thinking that he could serve his country better by attacking the vices of the mandarinate. Several good stories are told of the mortal dread which the avaricious Li Hung-chang has of Censor P'eng Yu-lin. He was last year sent to inspect the Yangtsze fleet, and created no little consternation among the officers by clearing out every sinecure and inefficient man among them. Readers of the *Peking Gazette* may also remember that only in October last he had an audience of the Emperor, and was appointed to *the office* of vice-president of the Board of War, (though he held the *honorary title* previously); and when he begged to be allowed to retire on account of his wounds, the Emperor was urgent that he should remain, saying that such an able and indefatigable officer could not be lightly dispensed with, and he was therefore "retained in the capital in order to show the confidence the Throne reposes in him." (*North China Herald* of November 14th, 1872). Subsequently, however, his reiterated request for permission to retire was granted, the Emperor only ordering him to return home by way of the Yangtsze, and assist the new admiral, Li Cheng-mow, in making any necessary reforms in that part of the Chinese navy. He is also annually to report *directly to the Throne* any officials who may have neglected their duty, &c., &c.

This, then, is the man whose intense hatred of the outer barbarian led him, in consequence of the fall of Peking, and in fear of the whole country being invaded by a foreign enemy, to write the "Death Blow to Corrupt doctrine;" and there is every reason to believe that the Hunan petition for the Expulsion of the Non-human species, appended to the translation of that book, was written at the same time, and by the same inspiration, if not by the same pen. It should also be noted, in confirmation of the above main conclusion, that only yesterday I heard how some of the people of Wuchang had attributed the authorship of the "Death Blow" to P'eng Yu-lin.

T. B.

LOSS OF THE BRITISH SHIP "BENARES."

The following report of the Naval Court of Enquiry into the above occurrence is taken from the *N. C. Daily News*:—

NAVAL COURT, SHANGHAI, 27th Jan.

Re Loss of British ship "Benares."

Before W. H. Medhurst, Esq., H. B. M. Consul, *President*.

Lieut. Helby, H. M. S. *Cadmus*.

Capt. Edmond, P. & O. str. *Delta*.

The requisition for the calling of the Court having been read, the following witnesses were heard:—

William Bailey, sworn, stated—I was an A.B. of the *Benares*. As I relieved the helm at 12 noon on the 8th October, the ship was heading N.N.E. The foretopsail and other small sails blew away, and the fore and maintopmasts afterwards went over the side. We put a weather cloth on her, and it carried away too. The water was up to the main hatch, and we were pumping all the time. About 7 o'clock the second mate called out, "Save your lives as you can, there's the land," and about half-past seven the ship struck. She broke in three pieces. Driver and I lashed ourselves to the windlass, and were next morning taken off by four natives.

By the President—We left Hongkong on the 13th September, bound for San Francisco. We were three weeks out. We did not know, till we afterwards learned from the natives, what land we struck on. Up to the time the ship was lost we had very bad weather, and the captain hadn't been able to take a sight for some time. We couldn't that day see a ship's length off. We didn't heave the lead at all—were all the time at the pumps. The captain was always looking out for land on the lee side, knowing that we must be approaching it, but the crew were not told till the last.

By Lieut. Helby.—The last land seen before the day we were wrecked was, I think, Formosa,—a couple of days before. It was level low land. We were on the starboard tack when the ship struck. We went on the N.W. end of Yambra, at a bluff point, and we then came round into a bay.

By the President.—I can't tell when they last got the sun.

By Lieut. Helby.—We were at the pumps all day. We had single reefed topsails on before, but that night we took them in, as it kept blowing harder. The breeze began to freshen from the south-west and west-ward about 10 o'clock. We had been 2 or 3 days on the starboard tack. The wind had not shifted before the last day, and then it went all round the compass. The ship was heading N.N.E., and while I had charge of the helm she gradually broke off till when I was relieved she was heading W.N.W. About 1 a.m. on the 9th, at night, it fell a dead calm. She was driven ashore by the typhoon, but it became calm after she struck. The wind was heading as all the time the day before we were wrecked. When the ship struck, the wind was on shore, and I think was rather westerly, with very thick weather. The man who was then at the helm, Richardson, O. S., was drowned; all hands were on deck. There was no sail whatever on her when she struck, and she was totally unmanageable, the weather cloth set in the rigging having blown away. I saw nothing more of my shipmates that night. The ship broke up in the gale. I could not have been better treated by my own parents than the islanders treated me. I had on a blue shirt; three others only got ashore, naked. The crew numbered 18, five of whom were saved. There were no passengers, foreign or native, on board.

William Driver, sworn, stated—I am an A. B. The *Benares* left Hongkong the evening of the 12th September, and the wind falling calm, she brought to an anchor at the mouth of the harbour. She was bound for San Francisco, and the wind being favourable next morning we got under way. After that we had to beat against a N.E. monsoon for about 21 days. On the 6th of October the wind gradually increased from the same direction, and we had to take in all small sails, such as the topgallant and storm sails. It blowing a little harder in the evening, we took in the mainsail and upper topsails, putting her under close reefed foresail. The wind still increased and blew harder, and on Tuesday morning, the 8th, about 4.30, we took the foresail off, which had been kept on by the captain to try and weather the Loochoos. The wind still increased on Tuesday, and about a quarter to 12 we had to take in the fore cap and mizen top-sails, securing them with double gaskets. About 12.30 the wind still blowing, the weather clew of the fore topgallant sail blew adrift; two hands went up to secure it, but had to come down without doing it. The wind kept rising till 1.30; and the foretopgallantmast went over the side. About an hour after, the main topgallantmast followed. All this time it was so thick we couldn's see a ship's length, though there was no rain. When we went aloft the salt water blew under our shirts like hail. The maintopsail blew away, and about 3 o'clock all blew away from the yards. The ship was lying nearly on her beam ends, and the spare spars got adrift. At this time all hands were working at the pumps. It was impossible for us on account of the water on deck to sound the pumps, and the sea was coming over with such force that we had to lash ourselves to them with bowlines. The gale continued with the same strength till about 7 p.m., when high land was discovered on the lee beam. We couldn't ascertain the time, the cabin being choked with water and the clock inaccessible, but it was about 1½ hours after dark. The second mate came and said there was land on the lee beam, and we had better each look out to save ourselves. We immediately left the pumps and tried to get a jib on her, but could not make any sail, so the chief mate told us to take care of ourselves, and ordered the man at the wheel to put it hard up, so as to try to run her high and dry, but the moment the latter did so the wheel parted. Some then went forward and some aft on the poop, and the second large sea carried away the mainmast with part of the maindeck, so that the two parties on the ship could not hold any communication. We could not distinguish the faces of our companions, and at last myself and William Bailey went and lashed ourselves to the windlass and saved ourselves as we could. We were on the starboard tack, and the wind was blowing on Tuesday forenoon from N. E., but veered round to S. W. There was no calm between.

By Lieut. Helby—Between Sunday the 6th and Tuesday morning, the wind was N. E., and in the forenoon of the 8th it changed to westward till it came to W. S. W. ½ S., heading as all the time on the starboard tack.

By the President—I believe the chief mate had taken notice of the barometer. I don't know when the captain last had a sight. We had not seen land for 4 or 5 days, it was low land we then saw. [Witness pointed out where he thought the ship was lost.]

By Lieut. Helby—I was going forward from the pumps when she struck, helping to haul the head sheet. The maintopgallant mast was sent over by sheer force of the wind. The ship was not leaking when we left Hongkong, but she got water in her from the deck as the sea washed over her.

By Capt. Edmond—The ship was loaded down to her bearings, and was drawing about 18 feet.

By Lieut. Helby—I never heard anything, from anyone about the barometer. I was relieved from the helm by Richardson an hour and a half before the ship struck. She was then heading S. W. by W., and breaking off to S. W. by S. ½ S.

By the President—We had no Chinese passengers of any sort on board, nobody but the crew of 18 all told.

First witness, recalled, said he could not point out the position of the ship on the chart, and did not think that if she had been on the other tack she would have cleared.

Harold Palmer, sworn, stated—I was an apprentice on the *Benares*. We left Hongkong on the 13th September, for San Francisco. Encountered strong N. E. monsoon until the 6th of October, when a gale sprung up from the same point. We put the ship under single reefed topsails, foresail, foretopmast staysail, maintopmast staysail reefed, and spanker reefed. We continued like that until the 8th, when in the morning, about 4 o'clock, the gale increased to a typhoon. We close reefed the topsails, leaving the cap topsails, took in the foretopmast and foresail, staysail, and hove the ship to on the starboard tack. I don't know how she was heading; I was not at the wheel. We kept on so till about 11 a.m., when the foretopsail was blown away, and the watch was called out to take in the mizen topsail. Soon after, the foretopgallant sail blew adrift from the gaskets, and flapped about till 12.30. Between 12.30 and 12.45 the foretopgallant mast went over the side. All hands were then pumping. The sea was running very high. About an hour after the maintopgallant mast carried away. We could not see the cabin clock. The lifts of the lower yards carried away from the straining of the ship as she lay over. The spanker gaff carried away at 3, and we set a weather cloth in the mizen rigging to keep her hove-to. Continued at the pumps till seven o'clock, when the second mate came and told us there was land to leeward. We looked round and saw high land. We then went to different parts of the ship to try and save our lives—I went to the poop and held on to the taffrail till the sea broke the poop up. The ship struck about 10 minutes after land was reported, during which the sea was breaking over her. She bumped three times and then broke amidships. It was pitch dark. There was a great deal of spray and clouds, but it was not thick weather. The barometer was in the cabin, and I had heard in the morning that it was falling. The captain had taken sights regularly—on the 6th I think he took the last.

By Lieut. Helby—The last land sighted was in the Mijakosima group. We were on the starboard tack from the 6th. The lead was not used; we had no idea whether we were in soundings. We couldn't sound the pumps, but up till Sunday the ship only required pumping at her usual times, once in two hours. I have been at sea three years. The land as we saw it first was high, but there was a strip of beach for about a quarter of a mile lying below.

By the President—There were no passengers. From the time the poop broke I could not see what became of my companions. They couldn't have saved themselves in the boats. One boat was washed away from the davits, the others were stowed inboard. The officers steadily carried on the navigation of the ship, working up every day the dead reckoning when the sights could not be taken. We were very kindly treated by the natives. [Witness described the position on the chart of the land where the ship was lost as being near Cape Heto, and how they came to be there.]

FINDING.—

The Court are of opinion that the British ship *Benares* was lost whilst on a voyage from Hongkong to San Francisco, upon the northern portion of the great Loochoo island, in a typhoon, on the evening of the 8th of October, 1872. The exact locality of the wreck is not ascertainable, owing to the loss of the officers of the ship. No blame appears to be attachable either to officers or crew. The Court are also of opinion that some appreciation of the great kindness shown to the survivors of the crew, is due to the people of Loochoo.

W. H. MEDHURST,
Consul, and President of the Court.

FRANCIS T. HELBY,
Navy. Lieut. R.N.

E. M. EDMOND, R.N.R.,
Comdg. P. & O. S. S. "Delta."

HONGKONG CHAMBER OF COMMERCE.

The annual general meeting of the Hongkong Chamber of Commerce took place on the 27th ultimo, the Hon. P. Ryrie in the chair.

Present:—Messrs. Kahn, Arthur, Buxton, Sassoon, Greig, Davis, Bellios, Boyd, Welsh, Sharp, Seaman, Francis, Campbell, Hunter, McIver, Scott, Kuyberg, Vaucher, Jensen, Pyke, Gower, André, Cordes, and Deacon. The proceedings of the last meeting having been confirmed,

The CHAIRMAN, in presenting the report, which he said had been in the hands of the members since Saturday, observed that it did not contain a very great deal, and he could compress the remarks which he had to make into a very few words. First, with regard to the erection of lighthouses. He thought there was a great necessity for them, and that it was desirable to bring the matter before the Government, and that the Chamber should not cease agitating the matter till some steps had been actually taken. The members had no doubt seen the resolution in Council, but he was afraid that, unless the Chamber kept hammering at it, it might not be carried out as soon as they might wish. He did not think they should hesitate a moment about funds for lighthouses, as there were two or three modes for obtaining them. Although the Government said they would not grant any money from the Special Fund, he thought the Chamber should not allow that question to rest. He had asked the Government whether the question had been put direct to the Secretary of State whether a portion of the Special Fund could be so used, and the reply was that this had not been done. He thought the Chamber should not be satisfied with this, but should pass a resolution that H.E. be respectfully requested to put the matter directly before the Secretary of State. At the worst, all that could result from this was a refusal, but he hoped the request might be acceded to. The next point for consideration was with reference to Bills of Lading for steamers. The Shanghai Chamber had taken the matter up, and the Committee of the Chamber had considered it better not to take any action before the general meeting. He noticed representatives of two of the largest carrying Companies present, and hoped one on both would have something to say on the matter. Next, as to the question of Mildewed goods. He thought a substantive resolution ought to be passed by the Chamber, and that they should back up the Shanghai Chamber as strongly as possible, by addressing a letter to the Manchester Chamber, and forwarding as much evidence as they could procure to back up their case, which was that the cause of the mildew was on the home side. He supposed many had studied the subject as much as himself; but he might mention that he had sent home a bale which was spotted, that it had arrived intact, but he found to his surprise that the surveyors said it had been damaged by sea water. In nine cases out of ten it was not sea water, but the things which the manufacturers used which caused the spots. Regarding the proposed survey of the coast of China, he considered the subject was most important. From what he had heard in the room he understood that a member was prepared to propose some other *modus operandi* of bringing the matter before the Government to that suggested in the report. The one set forth was that which appeared to the Committee the correct one, but of course it was subject to amendment. There was, however, no time to be lost in drawing up the necessary memorial. Regarding the proposed vote for Baron Richtofen's work, he thought that, though Hongkong was not so directly interested in it as they were in the North, a moderate contribution from this Chamber would be right and proper. The Chamber was not very rich, but at the same time it was not very poor, and a moderate sum would, he thought, be very well devoted to this purpose. With these remarks he would move the adoption of the report.

Mr. CORDES said that the report appeared to contemplate that the work of survey should be undertaken exclusively by the English Government, whereas other nations were largely interested in the business on the coast, and he would propose that they should be induced to take some share in the matter. He thought the proper mode to secure this end would be for this Chamber to memorialise the Chambers of the respective countries, that is, the Chambers of Liverpool and London, Hamburg, Bremen, Copenhagen, and other capitals, whose countries had vessels on the coast, urging them to take joint action, and use their influence with their Governments. If such a memorial were addressed to the Chambers, he thought it might be productive of useful results, and he considered this would be more expedient than applying to the various commanders of the fleets, because they would have to apply home, as they could not detach a vessel for surveying purposes without authority.

The CHAIRMAN said the matter had been discussed in Committee, and they had considered it the most correct mode to apply to the various naval officers of the different nationalities interested, and leave them to forward the request to the Governments, and receive their answers. This, however, was only the opinion of the Committee, and the suggestion proposed was no doubt worthy of consideration.

Mr. GOWER observed that in a matter of this kind the greatest expedition was desirable, and if the Chamber addressed the various officers they could communicate with their Governments immediately, but it would take much longer to address the Chambers.

Mr. PYKE suggested that it would probably be advisable to adopt the plan of sending copies of the requests made to the naval commanders to the various Chambers of Commerce, and thus bring pressure to bear in two quarters.

At the proposal of the Chairman, it was then agreed that an alteration should be made in the Chamber's report to meet this view, that is, by adding to the paragraph referring to the survey of the coast, the words "and the co-operation of the Chambers in the principal ports of Europe and America shall be invited."

The CHAIRMAN then proposed that the report and accounts be passed. This was seconded, and carried unanimously.

In reply to a remark from Mr. BELILIOS, that the accounts used formerly to be printed, the Secretary stated they would be printed, and handed the statement which had been duly prepared, but laid, on this occasion in manuscript, on the table.

Mr. KAHN proposed the following resolution with reference to the erection of lighthouses:—

"That this Chamber views with satisfaction the recent resolution of the Legislative Council on this matter, and hopes that no time will be lost in commencing the works. Further, that this Chamber still are of opinion that a direct application should be made to the Secretary of State for the Colonies for a grant from the Special Fund, sufficient to cover cost of erection."

He stated that he thought the Chamber would be satisfied with the recent resolution of the Legislative Council on this matter, but should not let the subject rest till the work was commenced, and further, that they should ask that the Secretary of State be applied to for a sufficient grant from the Special Fund to cover the expenses.

Mr. KAHN's resolution was seconded by Mr. André.

Mr. WELSH said that although he had no intention of proposing a counter resolution, he did not quite agree with the proposition. He had looked at the report of the Legislative Council, and he noticed that at the suggestion of the Chief Justice it was arranged that the Attorney General should prepare a memorandum setting forth the various particulars, the amount of money required, &c., &c. He did not think there was any necessity for raising money outside the Colony at all. Mr. Whittall stated the lighthouses would cost for erection $25,000, and this it was proposed should be defrayed from the Special Fund. The maintenance was estimated at $3,000, for which it was proposed to levy a tax on the various vessels, as the Government did not see that that amount could be got out of the current expenditure and considered that the money should be raised in a special way, because the lighthouses would be for the benefit of residents many years hence. They appeared to have forgotten that every work for the benefit of future residents had hitherto been paid for out of current expenditure. If the Colony were barely able to meet its expenditure, the plan proposed might be advisable, but at present we were perfectly able to pay $35,000 out of current expenditure provided there were not the greatest extravagance on the part of the Colonial Officials; and to bring this to notice, he had prepared the letter which appeared in the *Daily Press* this morning. With regard to levying dues, $17,000 were received from the junk licences, though at the time the Ordinance was passed, Sir Richard MacDonnell led people to understand the fees were merely for the purpose of carrying out the Ordinance, and as far as the speaker could make out from the estimates, the actual expense incurred in carrying out the provisions of the Ordinance was $9,000 a year, whereas there was $17,000 income. The balance could be available for light-houses unless the Government chose to levy a half of what they now are receiving according to what Sir Richard McDonnell gave people to understand. This was all the speaker had to say on the subject of lighthouses. He did not mean to make a counter resolution, but he wished to point out that it was owing entirely to the extravagance of the Government that we were not able to erect lighthouses without resorting to the Special Fund or increased taxation.

The CHAIRMAN said the question how the funds were to be raised could not stop the Government for a single day. He quite agreed in general terms with the member who had just spoken. The expenses of the Colony for its size were simply monstrous. There was no other Colony in the world which was so taxed for its size, and in many cases the way in which the money was spent was not useful. However, they had to deal now with the question of lighthouses, which were no doubt wanted, and what they had to do was to to get them the best way they could, and he hoped the Chamber would keep the subject alive and not let it slip. He might remark on what took place in the Council, and was not reported, or it would have been at once contradicted. A statement was made that it was the first time the question of lighthouses had been brought to the cognizance of the Government. Now it would be recollected that a strong opinion had been expressed at the last meeting of the Chamber, and it was arranged that he should wait on the Government on the subject. He had done so, but it was only when he wrote a second letter that the matter was brought forward and anything done. If not constantly looked up, his impression of the Executive now in the Colony was that they would do nothing.

The motion was then put to the meeting, and carried unanimously.

Mr. PYKE then proposed: "That this Chamber recommends the adoption of the Homeward Bill of Lading, No. 4, drawn up by the Committee of Merchants in London, and that it is desirable that shippers should, whenever practicable, give preference to steamers agreeing to make use of this form."

This was seconded by Mr. Kahn.

The CHAIRMAN asked whether any member had any remarks to make, and specially called upon Mr. Scott.

That gentleman said that he would only observe with regard to the homeward bills of lading that the form of Bills now used for Holt's steamers had never been objected to. He thought if there were anything really to object to, that course would have been taken by some of the shippers who having large cargoes to send had it in their power to do so.

Mr. KAHN said that perhaps there were not other steamers loading at the same time as Holt's.

The motion was then put to the meeting and carried.

The following resolution on the subject of Mildewed Goods was then proposed by Mr. Scott, and seconded by Mr. Hunter:—

"Resolved, that this Chamber do co-operate with the Shanghai General Chamber of Commerce in this question, and make representations to Manchester fully supporting the views set forth by the Chairman of the above-named Chamber in his letter dated 17th Dec., 1872."

Mr. PYKE said that a great many remarks had been made on this subject in Manchester, but it appeared to him that the members of the Chamber there had spent their time very uselessly, as a great deal of the difficulty simply amounted to the fact that some of the goods which were brought to China were bought too cheap. He did not wish to make any lengthened remarks, because he thought the present state of affairs must end in people refusing to buy goods when received and packed in a bad state. Goods which had been sent home mildewed accompanied by certificates were examined on their arrival and reported to be in a sound state.

The CHAIRMAN said he might mention an instance in which he sent home a bale which on opening here had been found all spotted, but when they arrived, two merchants connected with China wrote out a certificate that they were damaged by sea water.

The resolution was then put to the meeting and carried.

The CHAIRMAN said with reference to the question of surveying the coast, he considered the suggestion made by Mr. Cordes good, and that no amount of labour expended on this object would be superfluous, as the number of steamers was on the increase, and the number of rocks apparently too. They had better have a fresh survey, and he therefore proposed that the Committee be empowered to draw up memorial as set forth in the report and send them round to members for signature.

This was seconded by Mr. McIver, and carried.

Mr. PYKE asked whether it were possible to vote any funds from the Chamber in connection with this matter. There were fishermen on the coast intimately acquainted with the rocks, and it was found that when vessels were lost upon rocks entirely unknown to us, they were not unknown to these fishermen on the coast. If a small gratuity were offered to these men a great deal of time might be saved to the surveyors. The rock on which the steamer last lost struck was known to the Chinese.

The CHAIRMAN said that as far as prudent this would be using the funds of the Chamber for a good object.

Mr. PYKE said he did not mean merely that the Chamber's funds should be used, but that the Local Insurance Companies, and also those at home, should contribute. He was quite sure the plan would be the means of bringing to notice many rocks not known at present.

Mr. KAHN thought that perhaps if the Government took the matter in hand they would not admit any interference on the part of the Chamber or anybody else.

Mr. PYKE said there need be no interference, but merely that information could be given as to the positions of the rocks.

Mr. DEACON said that subscriptions might be obtained from the local offices, but Mr. Fyke considered that the home offices should also contribute. Mr. Deacon explained that he merely alluded to the local offices, because they were accessible.

The CHAIRMAN next referred to the proposal that the Chamber should contribute towards the publication of Baron Richtofen's forthcoming work. He had told a friend in Shanghai, who had communicated with him on the subject, that considering the state of the funds of the Chamber the Committee would not be prepared to recommend the general body of the Chamber to sanction any large amount. The reply was that no large amount was expected of them, and that if they would contribute $500, it would be highly appreciated. He had therefore to propose "That a sum of $500 from the funds of the Chamber be devoted to assist Baron Richtofen in the publication of his work on the Natural Resources of China."

Mr. SHARP suggested that the Chamber should subscribe for so many copies.

The CHAIRMAN said of course a copy would be sent to the Chamber.

Mr. BELILIOS said he did not wish to throw any impediment in the way, but would remind the Chamber that when it was suggested to Baron Richtofen that his expedition and the one sent out by the Chamber should go together, the Baron objected.

The CHAIRMAN said Mr. Belilios was quite right, and his own idea was that Baron Richtofen had not been quite gracious in the matter. Still seeing the work he had done, and the valuable information he had gained, he thought they might sink any feeling of that kind about his refusing to take Mr. Moss.

Mr. BELILIOS thought as the Shanghai Chamber had begun with the Baron, they might as well carry him through.

The CHAIRMAN asked if Mr. Belilios proposed an amendment.

Mr. BELILIOS said he did not wish to throw any impediments in the way. (Laughter.) He had simply reminded the Chamber of the facts.

The resolution was then seconded by Mr. Arthur, and carried unanimously.

The CHAIRMAN then said there had been some accessions to the number of members since the last meeting, and the elections required confirmation. The new members were the National Bank, the China Submarine Telegraph Company, Messrs. Rozario & Co., Mr. A. E. Vaucher, and Mr. C. P. Chater. They might be taken as elected unanimously without a vote. The next subject was that of a new Committee. It ought to have been elected in June last, but for the reasons he had stated there had been no meeting, and it was now for members to say whether they would elect a new Committee on the spot, or let things go on as they were till next June.

Mr. PYKE proposed that the present Committee be requested to continue to act until the 30th June next. This was seconded by Mr. Cordes and carried unanimously.

The CHAIRMAN said that before separating there was one subject on which he wished to say a few words. He had not intended to say anything until that morning, when he had heard that notwithstanding repeated applications, in the first place made by himself, nearly two months ago, to the Colonial Secretary, to have the defects in the Fire Brigade remedied, and a promise that they should be remedied immediately, and in the second place, a letter signed by the Boards of the Insurance offices, pointing out the serious defects in the material, the discipline, the personnel of the Brigade—still nothing had been done in the matter. He believed steps had been taken to obtain plans for a new engine-house, but not a step had been taken to carry out those plans. He believed it was intended to have an engineer in charge of the engines, but none had yet appeared. It was also intended to have new engines and ladders from home, but it would take a long time to carry out these intentions, and in the meantime the town might be burned to ashes. Last night, when there was an alarm of fire, they rang the bell as long as the rotten rope would allow them, and were obliged to stop at length for fear of breaking it, and yet they could only get a crew together for one engine. This supineness he considered was highly to be deprecated. If there was a great conflagration the Government engine would be found wanting, and property to an enormous extent might be destroyed. They had heard H. E. the Governor talk about the responsibility of Executive Officers, but he should like to see whether they would be held responsible for lakhs of dollars. He believed that not more than two-thirds of the money voted was spent upon the Fire Brigade. With the warnings of Chicago, Boston, and now of New York, before them, they had no excuse for not improving the Brigade. They could improve the personnel at once, and instead of sending home for ladders they could get them made here. Then there was a rotten bell that could not be heard 300 yards from the station, and the rope of which was actually rotten. They ought to be able to put up something in three days that would apprise the whole town. They all saw the parade the other day, at which both the other engines had water before the Government engine had a drop, and yet this was a Fire Brigade that cost $10,000 a year. Perhaps some member might wish to propose a resolution on the subject. He did not feel inclined to do so himself, as he had worked a good deal in the matter. He would only say that if a conflagration did occur—and it was quite on the cards—and if somebody was responsible, he hoped they were ready with their money to pay for the damage. (Applause.)

Mr. BELILIOS asked if the Committee had received any information relative to the opening of Hainan.

The CHAIRMAN said he believed the newspapers had some information, but he had none.

Mr. PYKE wished to mention the inconvenience that arose from members of the Chamber making incorrect returns of their unsold Stocks, necessitating supplemental lists at great inconvenience to the Secretary, and to those who trusted in the first returns. If returns were to be sent in at all, unless they were sent correctly they had much better give up the system altogether. (Hear, hear.)

The CHAIRMAN hoped they would all be as correct as they could in future. Mistakes often arose from inadvertence.

Mr. PYKE proposed a vote of thanks to the Chairman and Committee, which was carried by acclamation.

REPORT.

The last General Meeting of the Chamber was held on the 30th April, 1872, and although according to the by-laws a meeting should have been held for the half-year ended June 30th last, still so few questions of interest had up to that date occupied the attention of the Committee, that it was not deemed advisable to call the Chamber together. The earliest opportunity of holding a yearly meeting has been availed of, and the Committee have now the pleasure of placing before the Members a Report extending to the close of the year 1872.

LIGHTHOUSES AT THE ENTRANCES TO THE PORT.

The large increase of the steamer traffic at this port has rendered the accomplishment of this object of greater importance than hitherto, for it must be borne in mind that while one object in lighting the approaches to a harbour is to insure against marine disasters, another and very important one, is to facilitate and quicken the passages of vessels by allowing them to enter or leave the port at any time.

At the last General Meeting of the Chamber, a resolution was passed to the effect that the unofficial Members of Council should be requested to urge the matter upon the local Government, with a view to ascertain if some measures could be adopted for carrying the proposal into effect, and some assistance could be obtained from the Special Fund for the purpose.

In compliance with this Resolution, the Chairman of your Committee waited upon

ing them of our whereabouts. We were told that we should be able to receive an answer in about three days' time.

Whilst we were awaiting the reply, a complete survey was made of the Bay, which proved it to be one of the best natural harbours that could possibly be found, perfectly sheltered, and of sufficient depth and magnitude to allow of the largest squadron lying in it in comfort. We found only one European on the Island, a Scotch gentleman, who was superintending the packing up, with a view to its transportation to Singapore, of a Sugar Refinery, which had been erected some years ago. The Japanese who had assisted us in interpreting, turned out to be this gentleman's interpreter, whom he had brought with him from Japan.

The natives, who are all very short, we found to be perfectly harmless, and the poorest of the poor. Their principal food consists of sweet potatoes, a species of chesnut with a red husk, the pod of which they grind down and use as flour, and what fish they can catch in the Bay. This latter occupation we found them pursuing at night in their boats, which, in the majority of cases, are simply trunks of trees, hollowed out. A wood fire is kept alight in the bows of the boat during their fishing operations, and the effect of the numerous lights on the water is very pretty. They distil a sort of saki, perfectly colorless, which the writer found rather agreeable. They weave their own clothes, of which they are not over-lavish; a robe like a dressing-gown completing their toilette, with the exception, in the case of the higher class, of two long metal pins in their hair, and one such pin for the lower orders. The hands of the women are tattooed all over the back and down each finger, and although some few possess good looks, the majority are decidedly ugly. Mud and wooden huts form their dwelling-places, the better class raised a foot from the ground; and the fire is kindled on a large flat stone in the middle of the room, the smoke escaping as best it may. At whatever hut we chanced to rest, saki was offered and pressed upon us, and none but the children seemed afraid of us. The natives obtain their firewood by cutting the trees which grow on the hills, and then sending them down the tracks to the bottom. Some of the glens are very beautiful and picturesque, watercourses flowing for miles through them, with rocky beds, and making at places pretty little waterfalls. The water is beautifully clear and of great purity.

During our stay off this village of Takieu, amongst the many natives who came to wonder and admire, was a little boy with his father, upon the former of whom our medical officer operated for entropion, the father willingly submitting his son to the doctor's hands, and appearing highly pleased at the successful result. Five minutes after the operation had been performed, the little fellow was wandering up and down the deck as if nothing had been done to him, with a huge piece of bread in his hand, of which he was rapidly making an end. This little incident shows a degree of confidence not often to be found in higher grades of civilization. During our walks we found banana trees in abundance, although producing a very poor fruit, wild figs, the bread-fruit tree, &c.; while the fern hunter would have found full occupation for his hobby, and a gratifying result to his labours. As regards temperature, I may mention that many of us bathed at seven o'clock on the morning of the 31st December, the thermometer standing at 73°, and we were given to understand that colder weather does not usually prevail, whilst the summer heat, although great, is dry and free from malaria.

On the 2nd January, the Governor of Oho-Sima paid us another visit, bringing with him the answer to his despatch to the North, the purport of which was that a wreck had occurred there, six dead bodies of Japanese had been washed ashore and buried, and five survivors had reached the island. These last were said to have left again in one of the Prince of Satsuma's ships for Japan; but as the evidence of this was very contradictory and unsatisfactory, Lieut. Cotton determined to take the *Curlew* to Nase, and ascertain the facts for ourselves. Before leaving the ship, the Governor begged us not to be in any way disturbed during the night, if we heard a noise on shore, as they were going to chin-chin Joss to avert small-pox from the island, a junk having arrived at the northern port, which was said to have some cases of this disease on board. We, of course, thanked the old gentleman, and promised not be frightened.

Weighing anchor early the following morning, 3rd January, we reached Nase Bay soon after noon, having experienced squally weather during the trip, the barometer falling, and everything indicating the beginning of a gale. Taking the nothern bight of the Bay for an anchorage in preference to the larger, as the wind was blowing straight down the latter, we let go in 8 fathoms, fairly sheltered by hills. Lieut. Cotton immediately went on shore, accompanied by Mr. J. G. Murray, of H. B. M. Consular Service, and after a great deal of trouble and perseverance, found that no shipwrecked men remained on the island. We gathered a few large oranges and returned on board in the afternoon. Wind and sea gradually increasing, no chance of leaving our anchorage for some time seemed probable, and, by the way the barometer was falling, we deemed ourselves lucky at having such shelter as we had found. All the evening and during the night the gale increased, and had more the appearance of a typhoon, as the wind kept shifting from one point to another, and at times blowing down our bay. The morning of the 4th instant brought no improvement, the sea outside having a most uninviting appearance, raging with great fury. Wind and rain squalls increasing in intensity, we found we were dragging, and got up steam to ease the strain on the cables, sending down all yards, housing top-masts, &c. The wind again shifting on the morning of the 5th inst., we slightly grazed a sunken rock, and, no longer liking our berth, weighed and steamed into the larger bay, where we dropped anchor once more, comparatively sheltered. The weather in the afternoon slightly moderating, we went on shore to Nase, and visited a house of a better class than the remainder, in which we found five Japanese, big fine men, well-dressed, at their chow-chow, to which they cordially invited us by signs. They gave us green and white saki to drink, and presented the writer with a live duck and some pumaloes, all of which were very acceptable as our stock of fresh provisions was becoming each day smaller and miserably less. The weather moderating on the afternoon of the 6th, we made an attempt to get to sea. However, after battling with the elements for about an hour and a half, and the weather getting thicker with more frequent rain-squalls, we were obliged to give up the task as hopeless, and returned from whence we came. In our peregrinations through the village of Nase, we came across what we were given to understand was the prison. This consisted merely of a square building 10 feet high, built with thick bars of wood, having an interval of about a couple of inches between each, and divided down the middle by a partition, thus making two separate cells. The entrance to each was by a small wooden door, strongly bound, and just sufficiently large to admit of a man's body being pushed through horizontally. At one end of the village, we also saw the remains of what had once evidently been a sugar refinery, but long since left to decay.

Weighing once more on the afternoon of the 7th January, we dropped anchor off Napa Kiang on the afternoon of the 8th. We could see a crowd of natives lining the shore, and evidently watching our movements with interest; and soon after received a visit from some of them, one of whom could speak English a little. From him we learned that five ship-wrecked men were on this Great Loochoo Island up in the country, and had been taken care of since they were cast away. He promised to send for them and bring them on board the next day. Next morning a visit was paid to the Governor, to thank him for his kindness and hospitality to the fire men, and he received us in state, and gave us what I suppose we must consider a very handsome *dejeuner*. Fish patties, chicken, liver, and many other delicacies of Loochoean fashion, plainly showed that his Excellency possessed a first rate *chef*, and was partial to the good things of this life; whilst his benign countenance, and the evident gusto with which some of his foreign guests attacked the different dishes, made up as pretty a tableau as one could wish to see. After our repast, we visited the different objects of interest; amongst others, the Junk Harbour, formed by two piers with a fort on each. These piers are made of solid blocks of stone, without cement, and about 12 feet broad at top, and as a piece of work would not disgrace any nation. In this harbour, we found one European built ship, the *John Eyston*, loading slowly with brown sugar. She had been there already for over three months, and was still not a quarter full.

The main streets of Napa Kiang are broad and macadamised, and a high stone wall, smooth and even, runs down each side. In fact, nearly all the houses, which are of far superior construction to those of Oho-Sima, are surrounded by stone walls. During all our wanderings, a native, evidently a sort of policeman, followed in our rear, and kept the crowd from pressing on us, when we stopped to look at anything. Hearing that their capital city was only four miles distant inland, we determined on visiting it, and on the way out passed through a sort of bazaar, where tea, tobacco, rice, and other commodities were exposed for sale. This was the only island where we saw any tea, and here it was of Japan growth. Their currency seemed to be a brass coin, larger than a Chinese cash, but in the northern island of Oho-Sima, they had no currency, and the few sweet potatoes we got there, we obtained in exchange for old bottles. The road to the Capital, which is named "Shuey," is 30 feet broad, paved with large flat stones all the way, and winds up hill and down, flanked by trees nearly all the way. Many a pretty view is here to be met with which to refresh the sight of the wayfarer, and at intervals buildings like large sheds are erected, which invite the pedestrian to "rest and be thankful." We met many ponies carrying different burdens on their backs, but none attached to any kind of cart; and small sedan chairs, in which the occupant sits cross-legged like a tailor.

At the entrance to Shuey there is a high archway about fifty feet broad, having four entrances, passing through any one of which, we found ourselves at one end of a broad even road, where four carriages could easily pass abreast of each other, and stretching away to the other end of the city. As it was now raining hard, we sought shelter in a large wooden building, and soon after were brought tea and cake to replenish the inner man. On our return to the ship, we found that the Governor had sent us pigs, a kid, fowls, potatoes, &c., and would not allow us to make any sort of remuneration for the same. One point of interest, to which I have not as yet called attention, is the fine cemeteries scattered over the country, the tombs, some of which are very large, being built of massive stone, white and colored. From a fear of offending the prejudices of the people, we could not make as close an examination as we could have wished, nor could we determine the different shapes, &c. of them, although we noticed some of a horse-shoe pattern.

Having now gained possession of our ship-wrecked men, and not being able to induce a single individual to take any remuneration for his kindness to them, we bid adieu to what cannot be considered a very barbarous land, on the morning of the 10th January, regretfully leaving behind us a huge pile of provisions which the natives had brought down to the beach, and were inviting us to come and take away by waving a tattered old American flag. The surf, however, breaking so strongly on the rocky shore prevented us from obtaining possession of what we were sadly in need of, and the natives were evidently afraid to trust themselves to their own boats, as it was blowing rather hard.

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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
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Crown
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No. 1, Queen's Road East and Nullah Lane,
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tf 387 Hongkong, 1st March, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

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BRANCH ESTABLISHMENTS,
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SHIPS AND FAMILY MEDICINE CHESTS SUPPLIED AND REFITTED.
N.B.—Captains of Ships not landing at above Wharf, can leave orders at the Store of Messrs. BROADBEAR & ANTHONY (opposite the landing stage of the Canton and Macao Steamer), when they will receive G. G.'s immediate attention.
tf 44 Hongkong, 5th January, 1872.

MANILA.
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THIS Hotel has been thoroughly renovated, and is now open for families and gentlemen desiring first class accommodation.
A fine Billiard Table is connected with the House, and the best of Wines and Liquors will be kept constantly on hand.
All Languages spoken.
EDWARD VERRIL,
LALA ARI, *Manager.*
Proprietor.
Manila, February 10th, 1872. [345

蒙 煤 記 廣
KWONG-KEE COAL SHOP.
THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1385 Hongkong, 30th July, 1872.

蒙 煤 記 榮
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THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 750 Hongkong 24th April, 1872.

Insurances.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.
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THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.
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SIEMSSEN & Co.,
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tf 40 Hongkong, 16th October, 1872.

NOTICE.
ROYAL INSURANCE COMPANY.
FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.
ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

IMPERIAL FIRE INSURANCE COMPANY.
FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

THE QUEEN INSURANCE COMPANY.
CAPITAL,—TWO MILLION STERLING.
THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

NOTICE
FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ½ of the annual rates
Not exceeding 1 month ¾ do. do.
Above 1 month, and not exceeding three months. } ¾ do. do.
Above 3 months, and not exceeding six months.... } ¾ do. do.
Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 28th August 1869

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary
Hongkong, 1st November, 1871. [tf 385

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.
A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 15 Hongkong, 1st January, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding..... } 3 „ ¼ do. do.
Above 3 months and not exceeding..... } 6 „ ¼ do. do.
Above 6 months the full annual rate.
On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.
GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ½ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 884 Hongkong, 7th March, 1865.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND at the rate of 15 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after SATURDAY next, the 18th instant. Shareholders are requested to apply at the office of the Company for Warrants.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 112 Hongkong, 16th January, 1873.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.
WM. PUSTAU & Co.,
Agents.
tf 663 Hongkong, 9th April, 1872.

Vessels on the Berth.

FOR SWATOW, AMOY, FOOCHOW, AND SHANGHAI.
THE Steamship
"NAMOA,"
Captain Pitman, will be despatched for the above Ports TO-DAY, the 6th inst., at 8 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 205 Hongkong, 4th February, 1873.

FOR YOKOHAMA AND HIOGO.
THE Steamship
"OTTAWA,"
Hutchinson, Master, will be despatched TO-DAY, 6th inst., at 4 P.M., as above.
For Freight and Passage, apply to
RUSSELL & Co.
3d 206 Hongkong, 4th February, 1873.

FOR SWATOW, AMOY, AND TAMSUI.
THE Steamship
"HAI-LOONG"
Captain Farrow, will be despatched for the above Ports TO-MORROW, the 7th instant, at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
4d 207 Hongkong, 4th February, 1873.

FOR MANILA.
THE Spanish Ship
"SALVADORA,"
Captain Hormaechea, will be despatched for the above port TO-MORROW, the 7th instant.
The vessel has excellent cabin accommodation for passengers.
For Freight or Passage, apply to
BRANDAO & Co.
7d 196 Hongkong, 1st February, 1873.

STEAM FOR SHANGHAI.
THE British Steamer
"GLENROY,"
Captain Watt, expected here on or about the 7th February, will have immediate despatch for the above port.
For Freight or Passage, apply to
GILMAN & Co.,
Agents.
tf 195 Hongkong, 1st February, 1873.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s steamship
"SUNDA"
will leave for the above place about 24 hours after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 30th January, 1873. [181

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s Steamship
"MALACCA,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 30th January, 1873. [182

OCEAN STEAMSHIP COMPANY.
FOR LONDON *via* SUEZ CANAL.
THE Company's Steamship
"SARPEDON"
will be despatched on or about 11th February. Insurance risks accepted on behalf of the Company as under:—
On Tea 32/6 %, all risks, 23/ % F. P. A.
„ Silk 19/. %. do.
Cargo taken at through rates for New York and Mediterranean Ports. Apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th January, 1873. [183

FOR LONDON.
THE *A* 1 British Barque
"HARWICH,"
Thomas Dickson, Master, will load here at Whampoa for the above port, and having the greater portion of her cargo engaged, will have quick despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
tf 166 Hongkong, 27th January, 1873.

FOR HAMBURG (*Direct.*)
THE *A* 1 British Ship
"NYASSA,"
Garrioch, Master, 780 tons Register, will load here and at Whampoa, and meet with quick despatch.
For Freight, apply to
MELCHERS & Co.
tf 159 Hongkong, 25th January, 1873.

FOR SAN FRANCISCO.
THE *A* 1 British Ship
"ALHAMBRA,"
Captain Nelson, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 160 Hongkong, 25th January, 1873.

FOR PORTLAND (OREGON).
THE *A* 1 Ship
"CANADIENNE,"
Equin, Master, having the greater portion of the Passengers and Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 151 Hongkong, 23rd January, 1873.

FOR NEW YORK.
THE *A* 1 American Barque
"ADELIA CARLETON,"
having the greater portion of her cargo engaged, will load at this and Whampoa as above, and meet with quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 125 Hongkong, 20th January, 1873.

FOR SAN FRANCISCO.
THE *A* 1 British Barque
"TOKATEA,"
Captain McKinnon, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 2263 Hongkong, 28th December, 1872.

FOR MELBOURNE AND SYDNEY.
THE *A* 1 British Clipper Barque
"EUROPE,"
of 336 tons Register, Greenfield, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 78 Hongkong, 11th January, 1873.

FOR PORTLAND (OREGON).
THE *A* 1 American Barque
"GARIBALDI,"
Capt. Noyes, will have early despatch.
For Freight or Passage, apply to
ROZARIO & Co.
tf 142 Hongkong, 22nd January, 1873.

FOR MANILA.
THE Spanish Barque
"MARIA Y VICENTA,"
Captain Sta Coloma, will have immediate despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 110 Hongkong, 17th January, 1873.

HONGKONG PHOTOGRAPHIC ROOMS,
CORNER OF WYNDHAM AND WELLINGTON STREETS,
(The Premises lately Occupied by Mr. W. P. Floyd.)
COPIES TAKEN FROM PHOTOGRAPHS AND DAGUERREOTYPES,
ENLARGED OR DIMINISHED TO ANY SIZE REQUIRED.
PHOTOGRAPHS TRANSFERRED TO PORCELAIN AND EBONY,
And Coloured.
VIEWS FOR SALE.
E. HIISFELDT.
tf 1343 Hongkong, 24th July, 1872.

HONGKONG,
No. 10, QUEEN'S ROAD CENTRAL.
J. C. KRUSE,
WHOLESALE AND RETAIL TOBACCONIST, WATCHMAKER, AND JEWELLER,
AND DEALER IN FANCY ARTICLES.

Intimations.

FOOCHOW DOCK.
RIVER MIN.
THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet; Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock-Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.
The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
tf 826 Mar 3

BOARD and LODGING for one or two Gentlemen, or board alone, with a private family. Apply at No. 40, Hollywood Road.
tf 14 Hongkong, 16th November, 1872.

JOHN SKINKER, SAN FRANCISCO CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Solo Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 634 April 6

HOTEL D'EUROPE
Nos. 2, 4, 6, and 8, Hollywood Road, Hongkong.
FIRST RATE ACCOMMODATION FOR LADIES AND GENTLEMEN.
EXCELLENT TABLE D'HOTE.
WINES & LIQUEURS OF SUPERIOR QUALITIES.
The Cuisine is under the able management of Monsieur EMILE BELLON, lately Cook to the "Grand Hotel de Paris," and formerly in the employ of the Marquis de La Rochefoucauld, of the Princess Swaroff of Russia, and at the Bathing Establishments of Monaco and Vichy.
Orders for Breakfasts, Luncheons, Dinners, Ball Suppers, Picnics, and for every description of Pastry and Cakes, executed with care and at moderate rates.
E. ESTARICO & Co.,
Proprietors.
3m 2074 Hongkong, 25th November, 1872.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain G. J. BABOT, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 6th February, at noon.
Cargo will be received on board until noon, Specie and Parcels at the office until noon on the 5th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers of cargo for Bombay are requested to take note, that the steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 27th January, 1873.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.
PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.
THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 12th February, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.
A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.
The "*ALASKA*" will be due at San Francisco about March 20th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.
Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.
Return Passage Tickets issued at a reduction of 20% on regular rates.
No Freight received after noon of the 11th February. Parcel Packages received until 5 P.M. same day; all Packages should be marked to address in full; value of same is required.
For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, January 25th, 1873.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.
ON THURSDAY, the 13th February, 1873, at noon, the Company's S. S. "*PEI-HO*," Commandant RIGODIT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 12th February, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 30th January, 1873.

Post-Office Notifications.

A mail will close.
For Swatow, Amoy, Foochow, and Shanghai.